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BALTIMORE, SEPTEMBER 28, 1905.

The Manufacturers' Record has
opened an office in New York at 52
Broadway.

PRESIDENT AND FEVER.

Dr. J. P. Runyon, president of the Arkansas State Board of Health, has earned the thanks of New Orleans, and, in fact, of the whole country, by suggesting that he cannot at present feel justified in giving an answer to the question whether President Roosevelt and his party will be permitted to enter Arkansas on their way from New Orleans late in October. His commendable caution directs timely attention to an undertaking, the proposed visit of the President of the United States to New Orleans, which it would be the part of wisdom to postpone. A warm welcome awaits the President at New Orleans at any time. There is little doubt that such a visit would be as safe next week as it would be next month for him and for others with whom he might afterward come in contact. There is little doubt that one of his motives for expressing a willingness to go to New Orleans in October is the desire to allay misapprehension about the fever situation. But an important item must not be overlooked. The mere fact that Theodore Roosevelt as a private citizen could, like thousands of other private citizens, go to New Orleans at the height of a fever visitation without danger of inoculation and without publicity does not justify him as President of the United States in making the visit. The very act would be immensely magnified because of his occupancy of the highest office in the land. Sensationalism would seize upon it as a rare opportunity, and instead of his accomplishing his desire to belittle the fever situation, it would be given an undue importance throughout the length and breadth of the land and in foreign coun-

tries, to the injury of the very ones he would benefit.

Advertisements of Southern localities offering special advantages for the location of manufacturing enterprises will be found on pages 58, 59 and 60.

A NEW ORLEANS PROPHECY.

An interesting prophecy of the New Orleans of today appears in an extract from papers of Benjamin H. Latrobe, the founder of the American branch of the family of that name. Mr. Latrobe came to this country in 1796, and under his direction the Capitol at Washington was erected. He was a soldier, civil engineer, philosopher, artist and author, and his journals, letters, etc., soon to be published, will throw an interesting light upon life in the United States in the first quarter of the last century. Extracts from them were published in a recent issue of the *Booklovers' Magazine*, and in his description of New Orleans in 1819 appears the following:

The Americans coming hither to make money, and considering their residence temporary, are doubly active in availing themselves of the large opportunity of becoming wealthy which the place offers. The Americans' business is to make money. They are in an eternal hustle; their limbs, their heads and their hearts move with that sole object. Cotton, tobacco, buying and selling and all the rest of the occupation of a money-making community fill their time and give the habit of their mind.

Whatever may have been the intention of the "Americans" of that day about residence in New Orleans, it did not take them long to discover that there was something more about New Orleans than the advantages in temporary residence. They become founders of New Orleans families and their descendants are among the thousands who today are full of American hustle, which has brought the city to its commanding commercial position on the Gulf, and which is bound to make it still more influential in the progress of the United States.

WOMEN OF THE SOUTH.

Miss Helen Gray of Atlanta, Ga., writes to the MANUFACTURERS' RECORD as follows:

I am a great admirer of your splendid publication and believe that every woman, as well as every man, should subscribe to it. Why should not women take an interest in the advancement of the wonderful South?

There are some women like Miss Gray who take an interest in Southern development, but compared with the interest that Southern women should take in the material progress of their section, the practical interest at present evinced by Southern women is unfortunately much too slight. The material upbuilding of this section means far more to the women of the South even than it does to the men. It means better homes, increased comfort and advancement in every way for thousands of women who will be benefited by every step made in material progress;

it means better schools for the children; it means that instead of Southern boys having to leave home in order to find opportunities for profitable employment there will be ample scope for their energies and activities at home, and thus the long separations from their loved ones, which has been so hard a feature of life to many Southern women since the war, will be lessened. Material progress means the profitable employment of thousands and tens of thousands of women who would otherwise have to remain in idleness, and this means their advancement in various particulars. The good women of the South who want to be leaders in working for their section may well concentrate their thought and study upon everything which pertains to the material prosperity of the South, for material prosperity means the bringing to this section and to every class of people in it of many blessings so long denied because of the poverty following the war. It is of vital moment to the women that this section should advance rapidly and healthily. For that reason the MANUFACTURERS' RECORD should be, as Miss Gray says, of interest to the women as well as to the men of the South. As a matter of fact, we are glad to say that the MANUFACTURERS' RECORD has many enthusiastic admirers and readers among the women.

WHY THE MOB MIND?

The New York *Independent* thinks that a general deterioration of morals is the chief danger now threatening American civilization, but that this deterioration, deplorable as it is, is but a beginning of the depravity likely to result from the operation of certain social forces that are rapidly being generated. It defines these forces thus:

One of these forces is the passionate hysterical emotionalism that manifests itself in race and class hatred, mob action and lynchings, in "crazes," "fads" and "isms." Whatever else morality is, it is at any rate a mode of self-control.

The other social force that is bound to work the mischief with us is one of a very different character. From time to time we have commented upon the astonishing fact that a people which spends millions of dollars annually upon education is nevertheless a people that takes almost no interest in substantial literature. No other people in the world boasting of its intelligence has so small a percentage of readers of serious books. The proofs that back up this assertion are notorious and overwhelming.

The *Independent* is hopeful enough to express the belief that there is a possibility that "a large hard-working and well-meaning, if somewhat phillistine, middle class in America," though threatened by "vacant-mindedness," may "even yet be taught to read and to think" as the salvation of the country, but that this teaching will be a big job.

No better evidence of the bigness of the job could be desired than the very attitude of the New York *Independent* toward it. For, despite its evident desire to sound an alarm, it so shares the vacant-mindedness of which it complains that it misses the right signal-box. Its own philosophy is blindfold.

The two influences which it regards as forces tending to demoralize the American people are rather cause and effect than separate causes. The fact that a people which spends millions of dollars annually upon education is nevertheless a people that takes no interest in substantial literature, which is euphemism for vacant-mindedness, is not astonishing to anyone acquainted with modern theories of "education" and with the attempts to put the theories into practice. That the talk of "educators" turns generally upon the millions of dollars spent and the millions of pupils enrolled in the schools, upon the quantity of teaching rather than upon its quality, is a sufficient index not merely to the popular conception of education, but also to its actual character. It would be amazing if, in this age of wholesaleism, attaining in educational consciousness the extravagance of "democratization," the millions of dollars annually spent upon education did not induce vacant-mindedness.

Nor is it astonishing that such mis-education should manifest itself in emotionalism. The mob is the incarnation of vacant-mindedness. The mob mind is the vacant mind. A people which has had millions of dollars spent upon its education annually without being taught to think is prone to act upon emotion and not upon reason, to mistake sentimentalism for feeling, to lose conviction in opportunism and to become the peculiarly susceptible victim of individuals who further their own selfish ambitions by playing on the mob mind in educational, literary, economic, political and religious fields.

The measuring of the merits of a work of fiction by the number of copies sold, the gauging of philanthropy by the multitude of its free libraries or the vastness of its college endowments, the crafty shifting of a political heresy from one great party to another for the purpose of dividing healthy opposition to glaring evils in national tendencies, the planning of a strike in anthracite mines as an excuse to gouge coal users or a cover for inside manipulation of coal-road securities, the expectation of city clergymen returning in physical vigor after their summer relaxation from duty that through some miracle they shall manage to pump up a spiritual revival in the fall, the appeal to patriotism in safeguarding public scoundrellism, the flying of the country's flag at the masthead of special interests' piracy, the prompt and fierce denunciation of anyone questioning an educational sophism, are all only varied manifestations, deliberate or subconscious, of the same tribute to the mob mind, a tribute to the education upon which millions of dollars are annually spent, but which leaves its millions of men and women vacant-minded, incapable of doing their own thinking.

Wile and guile, masked behind sanctimonious assertions of peace, adroitly employed photographs of exaggeration and eclectic consular reports from Cuba in the creation of a sentiment

countenancing in 1898 an unjustifiable assault upon an inferior, weakling people. They called it the creation of a healthy public opinion; it was the organization of the mob mind. The dread of healthy public opinion was revealed in the over-night buccaneering of the United States government against the people of the United States of Colombia. It was convenient to encourage the educated mob at one stage of the 1898 game to make a hero of a Dewey or a Hobson, but at another stage it was just as easy to use the same mob in heaping ridicule upon them.

The Dewey arch was never anything but mast. Freddie Funston has been expurgated from some school histories. Admiral Schley was driven into a court of inquiry. Hobson would fain go to Congress. And there are others, but the American mob cannot stomach a redundancy of heroes.

And so the story runs through our history. The point to be emphasized in seeking to correct the mob mind is that it is worse than useless to attempt a cure of the disease by prescribing for its symptoms. It is well to hold to the fundamental fact that passionate, hysterical emotionalism is immoral when manifested in crazes, in fads and in isms, just as well as in mob crimes. A clue to the seat of the immorality is to be had in the notorious fact that the great crazes, isms and fads which have afflicted the American people during the past century, such as Abolitionism, Bloomerism, Female Suffragism, Mormonism, Onedaism, Spiritualism, Emersonism, Walt Whitmanism, Greenbackism, Grangerism and Populism, have directly originated or have found their fertile soil in those parts of the country which have been especially equipped as to "education," in the popular acceptance of the idea, and that such forms of immorality have spread to other parts of the country almost contemporaneously with the growth of such "educational" advantages there. To be sure, a contradiction of this proposition may seem to be discovered in the various phases of mob action upon race lines in different parts of the country. While the Irish were mobbed in common-schooled New England and New York and the Chinese were mobbed on the literate Pacific coast, negroes were mobbed in the "illiterate" South. But the contradiction is only superficial, as is proved by the mobbing of negroes in common-schooled Ohio and Illinois, the explanation being that the common-schooling of the negro inclines him to make himself the occasion for mob action.

Therefore, when one finds the South violently adopting at the close of the nineteenth century the Populism, which is but another form of the agrarianism so potent in politics in the North and West 50 years before, enthusiastically nursing the false social notions which have wrought a half a century's ruin in the home and in society in the rest of the country or speeding along a route which will bring it within the next generation to a saloon consecrated by some bishop or other, the South must not be charged with imitation. It is not committing such grave mistakes because the example has been set by other parts of the country—howbeit divers wild persons calling themselves philanthropists, philosophers or sociologists are tendering their time, talents and cash to hasten the catastrophe—but because it has borrowed a discredited educational system which has already begun to paralyze its native genius, and which, if not reformed, will empty the South's

mind and remove a surviving hope against the American mob.

In spite of the latest frenzy which has swept over parts of the South, this reformation is possible, and once accomplished, may expand for co-operation with survivors in other parts of the country for the salvation of America. But the South, too, will quit thinking for itself if it does not put down with a firm hand its "educational" mob, the worst sort of a mob, because it is the mother of practically all other mobs. Sending to the rear for repentance—for they may still be redeemed—the suddenly full-fledged "educational statesmen" eminently qualified as to bigotry, dogmatism and self-evolved infallibility and with a certain uninformed oratory oblivious to facts, unless they happen to be borrowed facts, to appeal to the mob imagination, the real educators in the South, of whom there are thousands, must work for the crystallization of a public opinion that shall insist upon the expenditure of millions of dollars annually in a way that shall not create vacant-mindedness of the people. They need invent no new theory or devise no new method. In the lives of such Southerners of the past as James M. Garnett of Virginia, A. D. Murphey of North Carolina, James H. Thornwell of South Carolina, A. B. Meek of Alabama, D. S. Walker of Florida and Alexander Dimitry of Louisiana they may find inspiration and practical suggestions for their pressing task. Over the waters of modern education, turged with crazes, isms and fads prolific of the immorality of the mob, they must spread the oil of common sense. Then the waves will be stilled and the storm will cease.

PILFERING PERIODICALS.

In justifiable indignation at an offense against ordinary decency of which many first-class publications are victims, the *Textile American* says:

A newspaper or periodical of assumed respectability should take pride in the originality of the articles and news which it publishes, but when this assumption is transgressed, and is discovered by its readers and advertising patrons, it at once loses cast from which it is slow to recover. The odium which a publication allows itself to get into by filling its columns with lots of matter taken from its contemporaries without due credit cannot easily be discarded or overcome by any explanation of unintentional oversight, and especially so when it is persistently followed.

The *Textile American* then refers specifically to an offending publication, and charges it with reproducing bodily from its pages and without acknowledgment copyrighted articles upon which time and care had been spent by the authors and for which the publishers had paid. The *MANUFACTURERS' RECORD* congratulates the *Textile American* upon the stand that it has taken, and hopes that all reputable trade or special journals of the country may follow its example and unite in a sustained campaign for the protection of themselves and their advertising clients. The *MANUFACTURERS' RECORD* knows from observation and experience that the case complained of is not an isolated one. The thievery assumes many forms. At times, assuming that it is safe from discovery, the offender boldly and systematically appropriates and issues as its own material upon which independent investigation, time, ability and money have been spent by some enterprising journal. Its intent is often manifest in the fact that the time of publication of its medium is so fixed as to permit it to receive—in exchange—the publication, upon which it depends for its news, editorial comment and gen-

eral reading matter. More contemptible is the sneak-thievery which pilfers an article, changes a word here and there, and after creating an impression that the main thesis and the mass of facts are its own, tacks on some such saving phrase as, "Referring to this subject the [naming the authority] says, etc." The offence is by no means monopolized by any part of the country, and extends even to the daily press, and the *MANUFACTURERS' RECORD* could readily name at least a half-dozen periodicals, more or less obscure, parasites upon reputable journalism, which bring profit to their owners, who not only rely upon theft for much of the material which they publish as original, but at the same time work a confidence game upon their readers and their advertisers. They can afford to give away material which has cost them nothing, but by selling cheap they gain by false pretense whatever readers they have, and upon that basis graft advertisers largely of the class who have been deluded into farming out their advertising contracts instead of attending themselves to that most important part of their business. Such piracy accounts for the flooding of the country with hundreds of inferior publications, read mainly by inferior individuals, and consequently of no use to legitimate advertisers too frequently influenced by talk of the quantity rather than by the quality of the circulation for an advertisement.

Legitimate journals really owe it to their advertisers, therefore, to do just as the *Textile American* has done, to pillory in their own columns the pretender and to see to it that not only their own advertisers, but the advertisers of the offending sheet shall know the truth. Such a policy, pursued for a few months, would clear the field of the parasites equipped for journalism principally with dishonest shears and paste-pot. In thus being saved from waste of money the advertisers would be far more benefited than the legitimate mediums for advertising, though the latter would be saved from annoyance too petty to merit resort to law.

RAILROAD DEVELOPMENT IN TEXAS.

The lately repeated report that B. F. Yoakum and those associated with him in his transportation enterprises would build 1000 miles of railroad in Texas and would spend \$50,000,000 in the Southwest, while seeming rather like the fabric of a dream, rapidly develops into a substance quite tangible as the facts in the case are reviewed and considered. A study of the prospects for railroad building in Texas alone, to say nothing of the two great Territories bounding it on the north, are such as to make it appear remarkable if the Yoakum achievements in the line of new construction do not exceed the total named by the gossips.

A year or two ago Col. Uriah Lott, himself a railroad builder of experience, came to the front in Texas with a new proposition, the building of a railroad in the southeastern corner of the State, a region that had been neglected by the traffic seekers, whose attention was then centered upon tidewater outlets at Galveston or Port Arthur. This new project he named the St. Louis, Brownsville & Mexico Railway, and prepared to build a line from a point near Corpus Christi to give communication between that city and Brownsville. It was built, but the plan had not been long under way ere the name of B. F. Yoakum was seen on the list of directors. It now has more than 200 miles of

track in service, and is fast building an extension to Galveston. When all the plans of the company are fulfilled it will have not less than 500 miles of line. This will account for at least 500 miles of the 1000 mentioned. Next is the Trinity & Brazos Valley Railway, constructed within the last two years or so from Cleburne to Mexia, about 90 miles, and now accepted as one of the Yoakum group of properties. An extension to Houston and Galveston with a branch to Beaumont is under way, meaning about 230 miles of new construction. Then there is the Orange & Northwestern, into which Mr. Yoakum recently entered, and which has begun an extension that will be 150 miles long when fully completed. After these comes a later Louisiana incorporation, the Colorado Southern, New Orleans & Pacific, designed to give the Colorado Southern Railway, of which Mr. Yoakum is a director, an eastern outlet to New Orleans. To fulfill its purpose 200 or 300 miles of links at least may be built to connect up the several desired properties in which he is concerned and provide a through route to the Crescent City.

Mr. Yoakum's activity in this respect has evidently spurred his neighbors in Texas to renewed exertions. The Santa Fe system has just incorporated a company to build from Brownwood, Texas, to Texico, on the New Mexico border, for the purpose of giving a connection for its far western line through to the Gulf of Mexico at Galveston; in fact, the title of the proposed line, "Gulf & Santa Fe Northwestern," indicates its purpose, but it will have a branch, in addition to its main line, of 350 miles, giving it a total of 475 miles of road, the branch being from Canyon 125 miles down into the region known as the Staked Plain, and terminating at Lubbock. The Santa Fe is also building a line from Texas into Louisiana. It is called the Jasper & Eastern, and, according to expectations, it will in some manner secure entrance to New Orleans. It will build not less than 100 miles at present. The Houston & Texas Central, evidently aroused by the extension of the Trinity & Brazos Valley, has begun a parallel line southward from Mexia to Navasota, 100 miles.

These are the new things among Texas' railroad extensions, and all will doubtless be carried on to completion. But there are also a number of minor projects recently originated and which are expected to be likewise fulfilled. Among these are the Houston, Beaumont & Red River Railway, with 35 miles under contract; the Port Arthur & Houston Short Line, which has just started construction; the Beaumont & Great Northern, a lumber line of 20 miles, on the contract for which the signatures are scarcely cold; the Southern Pacific's connection from Stockdale to Cuero, also lately put under contract; the Timpson & Gulf, that is building a 40-mile extension, and the "Orient's" line southward across the entire State, upon which construction is fast being pushed.

Besides those enterprises here named there are many others planning new lines in Texas, several of them for electric railways to connect such points as Dallas and Sherman, Weatherford and Mineral Wells, Corsicana and Palestine and San Marcos and Luling; in fact, it may be truthfully said that Texas has in sight the building of about 2000 miles of new railroads within a comparatively short period in the near future. Nor should it be at all surprising that this is so. The resources of that vast em-

pire, whose southern border is the Rio Grande, are so appealing and extensive that astonishment should be expected were it otherwise. Furthermore, the region towards which some of the new railroad plans are directed, the Panhandle, is generally so little known that few can now comprehend even in part what are its possibilities. And between the paralleling lines of these long east and west highways are vast stretches of country, county after county, where the locomotive may not be seen for years, but which will in due season command the building of other roads to properly develop them and place them in speedy touch with the great markets of the world.

In a personal note accompanying an article on Italian immigration published on another page of this week's issue of the MANUFACTURERS' RECORD, Mr. L. J. Bryant, cashier of the Bank of Arlington, Arlington, Ky., writes:

On a question of moment like the one mentioned I think everyone should speak his sentiments in order that a better understanding of the question from every point of view may be had.

There is no doubt about that. The question of immigration in general and of Italian immigration in particular may be viewed from different standpoints. Mr. Bryant's opinion, for instance, gives us one point of view, just as Mr. Caracristi's opinion, which he criticises, gave us another. Expressions of such opinions give a basis for intelligent action in the matter.

Mr. Ed L. Humphreys, vice-president Southern Saw Works, Atlanta, Ga., in subscribing to the MANUFACTURERS' RECORD, writes:

It gives us great pleasure to do this, as we feel that the MANUFACTURERS' RECORD is the most valuable and instructive journal of its kind in the South. Every Southern manufacturer should by all means keep abreast of the times, and he can best do this by reading the MANUFACTURERS' RECORD.

NEW ORLEANS SEWERAGE.

The latest semiannual report of the sewerage and water board of New Orleans shows that in spite of the delay incident to the inclement weather of the late winter, fair progress has been made by the contractors upon the system. The general superintendent and the assistant engineers are busily engaged in working up the plans and the main details of the water-works and purification plant, preparatory to sending them to the board in the fall or the early winter for approval and advertisement for bids for their construction at as early a date thereafter as possible. The laboratory is also giving special study to the purification of Mississippi river water by the use of sulphate of lime and iron, with some additional process, for eliminating the natural hardness of the Mississippi river water.

VALIDATING PUBLIC BONDS.

It is proposed to embody in the statutes of Ohio a law to validate any bonds issued by the State, or by any public corporation, or by any political subdivision of the State, by providing that prior to the delivery of such bond to the original purchaser the attorney-general of the State shall determine whether it has been issued in conformity to the constitution and the laws of the State, and if so shall certify to that fact upon the face of the bond. This is a measure which should find favor in every State not already enjoying the benefits of such protection. The record of the embarrassments due to the absence of some such safeguard is a regrettable feature of the history of public finance in some parts of this country. Experience

has brought wisdom, and practice of 30 or 40 years ago would now be an impossibility. Still, without impairing in the least degree the standing of such bonds already issued and known to be substantial, some such provision as that suggested for Ohio would, in the ever-increasing complexity of American affairs, be to the advantage of both State, municipality or county issuing new securities and the purchasers of them, whether original or remote.

A SANITARY CONFERENCE.

Under the auspices of the International Sanitary Bureau, of which Surgeon-General Walter Wyman is chairman, the second general International Sanitary Convention will meet at Washington October 9. This convention will be composed of delegates from the American republics, and among the subjects to be discussed are quarantine and local measures for dealing with the plague, the prevention of the spread of yellow fever and malarial fever by the destruction and elimination of the mosquito, and sanitation of cities with special reference to the ventilation of habitations and the disposal of household wastes. This gathering of experts in the treatment of disease ought to be productive of measures rendering impossible a repetition of the unjustifiable panic in some quarters following the outbreak of yellow fever at New Orleans.

A MISTAKE.

By mistake the Waynesville (N. C.) *Courier* published last week an article bearing upon the Asheville meeting of the Southern Cotton Association's executive committee and credited it to the MANUFACTURERS' RECORD. The article had been sent to the MANUFACTURERS' RECORD, but not used.

Uniform Bill of Lading.

Editor *Manufacturers' Record*:

As you are aware, there has been quite a controversy in reference to the so-called uniform bill of lading the Eastern carriers undertook to introduce a year or so ago. The proceeding before the interstate commerce commission was continued in order to give the Eastern carriers and the shippers an opportunity to try and agree on a bill of lading. Each side appointed a conference committee, and one meeting has been held. Another meeting will take place next month. Our committee would like to know if the following provision is satisfactory to the cotton people:

"Each carrier over whose route cotton is to be carried hereunder shall have the privilege at its own cost of compressing the same for greater convenience in handling and forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression."

Any information you can give me on this subject will be appreciated.

JOHN M. GLENN,
Secty. Illinois Manufacturers' Association.
Chicago, Ill.

The October issue of the *Southern Farm Magazine* contains much interesting matter bearing upon immigration to the South and the expansion of agricultural energies there. It is published monthly by the Manufacturers Record Publishing Co., Baltimore, Md., and its subscription price is \$1 a year.

Two new steamships are to be added to the service of the Mexican-American Steamship Co. between New Orleans and Mexican ports to take care of the rapidly-increasing business.

It is estimated that assessed valuations of property in Texas this year will show an increase of between \$60,000,000 and \$75,000,000 over those of last year.

INVESTMENTS IN WEST VIRGINIA.

[Special Correspondence Manufacturers' Record.]

Charleston, W. Va., September 26.

In the great development work now going on in West Virginia it is apparent that an ever-increasing amount of outside capital is being interested. The people of the State are not allowing their money to lie idle, to be sure, but are keeping it employed to a remarkably universal extent. All the money of all the West Virginians will not suffice, however, for all the activities one sees and hears of everywhere. I asked the Secretary of State, Mr. C. W. Swisher, a man of wide knowledge of conditions here, where the bulk of the money is coming from. "Mainly and naturally from Pennsylvania," he replied. "Some Ohio interests are represented here, and a good many Virginians have come into the State. There is quite a good deal of investment by New York and New England men, particularly of Boston, but by far the largest development and investment is by Pennsylvanians. They have seen the coal lands of their own State increase enormously in value within very recent years, and they have been quickest to realize and seize the opportunities which the rich and low-priced coal lands of West Virginia offer for profitable investment. They, too, understand quite clearly the great general development that is certain to occur in West Virginia, and they are putting money into securities, into enterprises and into various kinds of undertakings outside of coal land purchases. With the progress of their own State before their eyes, they are able to foresee the large development that is certain to take place in all lines in West Virginia, and they are taking advantage of the situation."

In keeping with this declaration some interesting corroborative testimony has been furnished me by Senator W. C. Sproul of Chester, Pa. Senator Sproul, although not yet in his forties, has become a strong factor in financial as well as political circles in his State. His political prominence is indicated in the fact that he is the president of the State Senate of Pennsylvania, and that previously he was for some years chairman of the committee on railroads of the Pennsylvania Senate. He is a man of means, having been very successful not only in handling his own resources, but with the investments of his associates as well, so that he has the confidence of men of large affairs and can at all times command a following whose reliance on his judgment is absolute. He is president of the Seaboard Steel Castings Co. of Chester, and is interested in many other enterprises there, including an ownership in the *Chester Times*. Having married the granddaughter of the late John Roach, whose shipbuilding plant is still conducted by the Roach heirs at Chester, it is manifest that altogether the interests of Senator Sproul in his own city are large and varied. As, on behalf of himself and friends, he has invested hundreds of thousands of dollars—considerably more than a million in the aggregate—in coal lands, railroad properties (steam and electric), in Charleston city property, etc., it is interesting to hear his opinion of the possibilities of this section and to learn why, with his varied and important interests elsewhere, he should have so largely interested himself here. In answer to my inquiry as to how he happened to come into West Virginia, Senator Sproul said:

"My attention was first drawn to West Virginia as a field for profitable investment by ex-Governor William A. MacCorkle about 1898, although two of the pioneer influences in the development of the southern section of the State, the Crozer and the Houston families, are from Chester, Pa., my home town.

"At that time Governor MacCorkle was anxious to make arrangements for taking over a large coal and timber property in the Chesapeake & Ohio territory, which was then offered at a very low figure—about \$25 an acre. I did not see my way clear to go into the matter at that time, but I have watched that particular property, and you could not buy it now for \$250 an acre. It is yielding its owners more than its original cost in income each year from coal royalties, while the timber upon it more than paid for the land.

"With this lesson before me, when I had the opportunity to join Governor MacCorkle and the Chiltons in the development of the Coal River basin I lost no time in taking a hand, and we are the owners, with our associates among our friends hereabouts, of large tracts of the finest coal and timber lands to be found in any coal territory in the world. I regard the coal lands of the upper Coal River as being among the finest in the world, and with the rapid railroad development in that section the history of Paint Creek and Loup Creek is going to be repeated there. The appreciation in values there has already been remarkable, and in two years these properties will look cheap at \$75 to \$100 an acre. The Coal River Railway, which we purchased last year, has now over 50 miles of new line under construction, which will carry it to the heart of the big coal measures in the Spruce river section. It will be one of the heaviest feeders of the Chesapeake & Ohio system.

"My other investments in West Virginia have been in the Kanawha Valley Traction Co. of Charleston, and in real estate in that city. I regard Charleston as being one of the most promising towns in the United States, and the plan of our Traction Company is to give the city and its surrounding territory a complete and up-to-date electric railway system. Charleston will be the center of some of the most remarkable industrial and mining developments the country has seen. It is a town that has never been 'boomed,' and its growth is going on in a substantial way despite its rapidity of increase. The splendid coal lands, oil and natural gas fields in Southern West Virginia will look to Charleston as their central trading point, and the wholesale trade of the town, already remarkable in its extent, will increase many fold. The \$40 and \$50 per acre coal lands of this section, richer by far and offering advantages of mining unknown in other coal-producing States, will appreciate to something like a parity with the value of the coal fields in Pennsylvania, only 200 miles away, where good coal land is held at anywhere from ten to thirty times as much.

"West Virginia offers the opportunities of the great West and Southwest to the seeker after profitable employment of himself or his funds. Lying at the threshold of the great markets of the East and the seaboard, as well as of the Great Lakes and the Central West, it has all the natural wealth and undeveloped possibilities of the newer sections, and its development within the next few years will astound even its most sanguine advocates."

This point of location, by the way, is one that Senator Elkins especially dwelt upon during a talk I had with him when he visited Charleston recently. Although obvious to anyone who gives even the most casual glance at the map of the country east of the Mississippi river, it is doubtful if any large number of people generally have at all comprehended how great are the advantages of location that West Virginia enjoys.

"West Virginia bestrides the Appalachian range like a saddle," is the phrase Senator Elkins used. "This provides us a natural outlet to both the East and the West, and gives us an advantage no other State possesses, for with this our State reaches to within 100 miles of the lakes in one direction and is but 75 miles from tidewater on another side."

This feature of the situation is one that will bear almost infinite elaboration, both from its inherent importance and as being peculiar to West Virginia. It is an element in the promised great development of the State that I shall have frequent occasion to refer to in this correspondence.

The whole closing paragraph of Senator Sproul's interview as reported here is an epitome of the reasons for the development just now beginning to gain momentum of a notable sort. The exploitation of these facts is one of the objects of this series of letters, for the development of so rich a section of the South will contribute very materially to the enrichment of the nation. What the Pennsylvanians and some others have come to appreciate here it is proposed that the world at large shall more generally know.

ALBERT PHENIX.

AMERICAN VS. FOREIGN COTTON OIL.

[Written for the Manufacturers' Record.]

By JOHN BANNON.

While the United States easily leads European nations in the manufacture of the products of cottonseed, both with regard to quantity as well as quality, as recently as 25 years ago England was far in the lead. But the volume of cottonseed crushed at that time in England, even before the United States loomed as a competitor, was comparatively small, the seed being then, as now, almost exclusively Egyptian, which latter is smaller and inferior to American seed, both from an oil as well as cake standpoint.

It is worthy of note that Holland is the pioneer nation in oil milling. The industry in Great Britain first obtained a foothold in Hull, and to this day Hull has been the center of the oil-milling business, although London and Liverpool have each a number of large crushing and refining plants. There are about 100 mills in Hull, perhaps 15 in London and 8 or 9 in Liverpool.

American cottonseed yields a much better quality of oil and cake than Egyptian, Sea Island, Indian or other class of seed. In the first place, the American seed is not only larger than that raised in other climes, but it is on the whole much fresher and in better condition generally for crushing than the varieties used by the foreign crushers. In addition to the latter being small, which circumstance alone increases the details involved in the manufacturing operations, the material has to be transported thousands of miles by water in the holds of huge steamship freighters, packed and piled perhaps 40 or 50 feet in height without a breath of air to prevent the generation of heat or for ventilation purposes, heating and consequent fermentation on the prolonged period of transit being frequent.

Several times the attempt was made to establish a permanent trade in American cottonseed by British oil-milling interests, but the bulky nature of the material and its liability to heat finally caused the movement to be abandoned.

Due to these conditions it was found impracticable to ship cottonseed in the ordinary box freight cars from the South to the North. A few years ago a large seed-crushing plant was constructed in South Brooklyn, N. Y., with up-to-date equipment in every respect, for the purpose of making cotton oil and cake, the location being considered ideal when the question of marketing the manufactured products was considered. But it was soon discovered that it was impossible to manufacture cottonseed products from seed hauled from the South and successfully compete with the Southern mill, which purchased its raw material at its door, and the enterprise was accordingly abandoned.

The fact that European countries therefore obtain their imported cottonseed at a comparatively low price does not to any extent place the manufactured prod-

ucts therefrom on a competing basis with those of the American seed, and for the reasons already given. While it has been found more beneficial in the United States to manufacture cotton seed into the various resultant products where the crude material is raised, reverse conditions of necessity exist in Europe, as while there are a very few oil mills in Egypt, there are none in India.

As will be readily understood, therefore, there is a great difference in quality between prime American cotton cake and prime cotton cake of British make, and to the advantage of the former. Cotton oil-cake made in Great Britain or Europe from the best available seed is very frequently dark in color, which does not necessarily imply that a high oil percentage is present, with fine black specks here and there indicating the presence of hulls. It is more commonly a rusty brown color, indicating thereby that the seed from which it was made was old, having undergone more or less heating, with possible fermentation. Prime American cotton cake, on the other hand, is bright yellow in color, and when tested by the sense of taste gives off an agreeable nutty flavor, which, together with the absence of a rancid taste, always present in the foreign article, indicates it was well made and from sound and fresh seed.

American cotton oil in like manner possesses superior qualities to even a more marked extent when compared with the foreign-made oil. Prolonged experiments made in the oil mills in England maintained to this time have for their object a better delinting of the Egyptian seed than prevails. New designs of machines have been repeatedly tried, but the smallness of the seed itself and its deteriorated properties in other respects cannot be overcome.

It is clear, therefore, that not only have the Southern States no need to fear the competition of other nations as producers of cotton, a condition now universally recognized, but they can also with equal assurance feel confident that no other nation can produce, even under the most favoring conditions, cottonseed products of such superior quality as they are making and marketing daily for domestic use as well as for the use of the world at large.

To the United States is also due the credit of discovering the wonderful possibilities which cottonseed offered, and of subsequently materializing these possibilities, while at the same time creating permanent channels of consumption for the numerous new and valuable products for the first time launched upon the ocean of commerce.

A retrospective glance at the cotton-oil industry both here and abroad shows that the old-time system of oil milling in England and Holland, as well as during the early stages of the business in this

country, was confined exclusively to the recovery of two products only, crude oil and cake. Here the interests of the mill man ended, as it does today in the smaller plants throughout the South. At that period it was never dreamed that the day was not distant when crude oil would simply be the base for the production of a number of very superior grades. It is conceivable that if the old-time miller were told that the crude oil which he was manufacturing could be by chemical and mechanical processes transformed into an edible article of rare value, he would raise his eyes and hands in astonishment at the boldness of the assertion. A prediction that this same crude oil would make an excellent soap product would be accepted readily, but for the table, never!

The modern tendency for great industries such as the packing business, for illustration, to concentrate under one management the manufacture of all the products which proceed from the slaughter of animals has a close imitator in the cotton-oil business. It is an open question, with regard to the latter, whether this can be done with as due a regard to economy, while maintaining excellence of quality, as if carried out on a smaller scale or subdivisions under different managements or ownership. The successful management of a mill depends more on the ability and knowledge of the superintendent or manager acquired by practical experience than upon any acquirements he may possess regarding chemistry. In the refinement of work, however, especially with regard to the various oil grades, the latter is a very valuable acquirement.

There are not a few expert mill men who maintain that the limit of effectiveness under a single management in crushing cottonseed is about 50 tons daily. In this case the manager is able to personally supervise every detail of the business. Where hundreds of tons are crushed daily this becomes impossible. In the latter case uniformity of work, which is essential to economy, is difficult, if not impossible.

Changing conditions of the seed, dry, moist, fermented, perhaps, and other varying phases which are constantly arising, apart from the many details in connection with the various milling operations involved in cleaning, delinting, hulling, separating, crushing, molding and pressing, suggest the question if it be possible that a huge crushing business can be conducted under one management to the same advantage as a smaller one. In addition to the details referred to, the question of the seed storage is a most important one, while the subsequent treatment of the crude oil and storage of the various products involves the exercise of great care as well as executive ability.

With the disadvantages the foreign miller labors under he appears to make more out of the situation than we on this side of the Atlantic do, allowing for the disadvantages. He operates his mill most if not all the year round. He confines his operations to making oil and cake only, as of old, selling the crude oil to the refiner or soapmaker and the cake or meal direct to the consumer, which, although inferior to the American, as already shown, commands at all times a ready sale. His crushing capacity is limited, and every detail of the business is carefully looked after. There may be something in his methods worthy of the American miller's consideration.

Regarding quality of cottonseed to be used for crushing, it is well known that seed from the first cotton picked does not yield so well as more mature seed, nor are the products so good.

The first and most important duty devolving in the mill manager is undoubtedly the question of adequate storage facilities for the cottonseed. A detailed description of how this is accomplished in cottonseed storehouses in England with a view to minimizing the chances of heating will be well worth the careful attention of the cotton-oil mill men of the South, particulars of which will appear in our next letter.

QUESTION OF ITALIAN IMMIGRATION.

[Written for the Manufacturers' Record.]

By L. J. BRYANT.

In your issue of August 3 I have read with some interest "Italian Immigration to the South," by C. F. Z. Caracristi. The article indicates some study of the characteristics of the Italian, and some interesting logical deductions may be made from statements made therein. The frankness with which the writer approaches the question and his unsparing criticism of the bad Italian is commendable, and to the man who believes not in mincing matters the article might be said to be "what the contract calls for."

As the subject of his remarks is one that every Southern man is seriously interested in, or should be, I deem it not out of order to voice one's sentiments through the medium of the South's exponent, the MANUFACTURERS' RECORD.

The entire country seems to be thoroughly engrossed with commercialism, to the exclusion of everything else, and every factor that tends to speed is utilized, while those that retard are hastily relegated to oblivion without reference to questions vitally affecting the material welfare and happiness of the people.

In the first place, this is somewhat of an inopportune time to introduce a race of people into a section of country that already has a serious race problem confronting it, and especially when the newcomer is one upon which the native looks with suspicion and well-grounded dislike. The average Italian that has wended his

way to the United States has made an impression that is anything but envious, and populating the South with this element would be adding fuel to the flames, and instead of having only the negro question, we would have a three-cornered proposition, with all of its complex relations.

The writer's knowledge, as he admits, of the progress of the negro since Lincoln's emancipation proclamation is not very extensive, but the advancement made in the industrial pursuits as well as those of art, literature, etc., is a living monument to his genius, and speaks in terms not to be misapprehended that the negro is capable of fairly keeping pace with the other races of men, opportunity and conditions being equal.

According to Mr. Caracristi, the greatest crime of the Italian is "crime against life." Indeed? This is the greatest crime any people can be guilty of, and this statement is a weighty argument against the Italian. The American people have sacrificed many a noble life (to say nothing of the enormous expenditure to maintain adequate protection) by reason of a treacherous race, and now that this menace to our safety has been removed, it would be little less than foolhardy to invite a repetition of these experiences, which we would no doubt have by encouraging the class of immigration that has swarmed here from Southern Europe, among whom the "Black Hand Society" and similar anarchistic or-

ganizations flourish. On the other hand, the extent of the crime of the Southern negro rarely exceeds larceny, save in some instances where a miscomprehension of his rights or a distorted idea of race equality asserts itself. And he does not cherish malice toward any man. What he has to do or say he comes out before the world in the open and does or says it, in contradistinction to the Italian, who does his nefarious work under cover, the most dangerous character to contend with.

Again, a most serious condition prevailing in the South, and one that is traceable direct to the Italian, is the prevalence of yellow fever in several of the Southern States, covering a large area and embracing numerous towns and cities. Not only is the origin of the yellow fever traceable directly to the Italian, but he has been the greatest obstacle in handling the plague by reason of his uncleanness and hoarding together in buildings insufficiently ventilated. The fever germs seem to thrive in his localities, and he is the very last man to report to the health authorities the presence of the fever, while the negro is practically an immune from yellow fever. To the South this preference for the negro over the Italian cannot be overestimated, and it is a combination of geographical and climatic condition that cannot be remedied either. The Italian will hardly be able to atone for the mischief he has done in scattering this dread malady.

If the Italian should supplant the negro in the South, what would become of the some 8,000,000 of negroes? These are making a fair living now, and making it by the sweat of the brow, but how would they make it if the Italian stepped in their places of earning a livelihood? The country would be overrun with a restless, pilfering seething mass that would fairly threaten the security of our pursuits.

The general trend of Mr. Caracristi's argument is against enlightenment. He says: "It yet remains a doubtful question if the lower order of the human family should be endowed by public aid to attain even elementary learning." This doctrine is absolutely at variance with the best interest of any free country, and runs counter to the traditions of the American people. Ignorance and crime go hand in hand. Take his own statement of the percentage of illiteracy in South Italy, 48 per cent., nearly one-half of the population absolutely illiterate. And this class of immigration is far less desirable than that coming from North Italy, where the percentage of illiteracy is only 13. His own figures destroy his logic.

And who is the lower type of whites he speaks of? I judge he has reference to those whose opportunities to acquire learning have not been abundant. But when the term is used to import a lower order of human beings it is certainly a misnomer. All men are created equal and endowed with like senses and faculties. It is the development of these or the non-development that creates the difference in the scale of intelligence and usefulness.

It is commendable in any Southern man, or one from any section, as to that matter, to desire and assist in the progress in the South, commercially or otherwise, but when commercially alone, at the expense of the material well-being and happiness of the Southern people, then it is very questionable whether the South's best interest is contemplated or not.

Very naturally, King Victor Emanuel III would look favorably upon a wholesale expatriation voluntarily, for very likely the time is not far distant when another obnoxious expatriation will be necessary. And no doubt the transportation company looks with favor upon the Italian in the South, but the people of the United States should consider well, and especially the

Southern people, the matter of this radical change of citizens fraught with so many perils.

Beside, what is the occasion to turn the South upside down? All the natural resources will remain until they can be utilized, and no section of our country is making the rapid progress the South is making, and notwithstanding the fact that the Italian has set her back millions of dollars this year alone, she will continue to prosper.

In conclusion, the plan suggested by Mr. Caracristi is not at all feasible. It would be a mark of gross ingratitude for any State to refuse her people lands and give it to foreigners. This is what his proposition means, and well does he remark that no Southern legislature will ever pass such a measure. From those who have borne the heat and burden of the day by being loyal to the South during her dark days of misrule, and who have steadfastly declined to abandon her borders and leave her to her own fate, but have added fragment to fragment, until nature has reimbursed a denuded land and now are about to wield the scepter of commerce and finance, what could be more ungrateful than to take a heritage to which they are so justly entitled, and how ignoble any effort to thrust on them a condition that would militate to their great unhappiness.

We have Southern blood coursing through our veins, have always lived in the South, and every interest of the South is held sacred, but according to our humble judgment, the solution of the problem has not been given by Mr. Caracristi.

We do not say that his zeal for the South is fraught with amphibology, but any man who regards the patrimony of the Southern people conscientiously could hardly insist on the plan he suggests. He is actuated either by the interest of some transportation company or he is the instrument of some European intrigue designed to accomplish coveted domination. Arlington, Ky.

BRUSH CREEK COAL.

Opening Mines in Readiness for Railroad Completion.

[Special Cor. Manufacturers' Record.]
Barboursville, Ky., September 25.

Extensive development forces are now at work in the Brush Creek coal fields of Knox county, one of the most important undeveloped coal fields in the Kentucky-Tennessee-Virginia region. Several months ago the Cumberland Railroad Co., composed of Pennsylvania capitalists, began the construction of a line from near this place into the Brush Creek section, and this railroad, now nearly completed, will open up that section for commercial purposes. The new line, which is a common carrier, is 10 miles in extent, and is built for the heaviest traffic, being better than the average railroad in this country. The company has just amended its charter to permit the construction of an extension to Jellico, on the Kentucky-Tennessee line, and if the 17 miles necessary to connect with that point are constructed the Brush Creek fields will have an outlet in two directions—connecting with the Louisville & Nashville system to the north at this place and the Southern and Louisville & Nashville lines at Jellico on the south.

Although it will probably be two months before the Cumberland Railroad is open for traffic its entire length, there has been considerable activity in opening up mines for several months. At the head of the road the Cumberland Coal Co., composed of the same capitalists controlling the railroad, have started the opening of mines and are installing a plant with a view to getting a daily output of 1000 tons. This concern owns about 10,000 acres, and at

the point of the first mining operations a town is now in course of construction, planned to be a model of its kind. The larger houses will have steam heat, there will be a cold-storage plant, electric lights and telephones are to be installed, and every modern convenience arranged. About 500 men are now at work there building the town and opening up the mines, and the railroad and coal ventures represent a probable investment of \$500,000.

Several other concerns owning or leasing territory along the new railroad are making openings. The Bennett Coal Co. is developing coal land along a branch line one mile in extent, which is being constructed out from the main line. A modern mining plant is being installed, and a daily output of 500 tons will be obtained.

In the Brush Creek fields there are four seams of coal that are considered workable. The most valuable seam and the one now being opened varies in thickness from six to seven feet, and is general in that section. This grade of coal is better suited to steam and fuel purposes.

Several smaller coal railroads are now being extended in this region, one of the most important being that built by the Ely Jellico Coal Co. to connect with mines being opened up in the Ely Hollow country by Col. John G. Matthews of this place. The line extends out a little over a mile from the Louisville & Nashville track, and will be finished within 30 days. Colonel Matthews is installing a \$30,000 plant with a view to getting a daily output of 500 tons of coal. In the same district the Ingalls Coal Co., another new concern, is opening mines. The new Bell-Jellico Coal Co. has begun shipments of coal from its property tapped by a four-mile extension into the Turkey Creek field. That venture represents a probable outlay of \$75,000.

W. S. HUDSON.

WEST VIRGINIA NOT IN IT.

The Pittsburg Story of Combination of Coal Operators.

[Special Dispatch to Manufacturers' Record.]
Charleston, W. Va., September 27.

A dispatch from Pittsburg has been printed in some of the newspapers of the country predicting a gigantic conflict between a combination of the anthracite coal operators of Pennsylvania and the bituminous operators of that State and of West Virginia, Ohio, Indiana and Illinois, on the one hand, and the United Mine Workers of America on the other, to take place when the present contracts expire next April.

Opinion here is that the whole story is a wild and baseless "pipe dream." It is not anticipated that any general strike will occur, and if there should be a strike of the anthracite coal miners, which is not regarded as greater than a possibility, it is not expected that the soft-coal operators will be generally involved. In any event, it is considered altogether unlikely that West Virginia operators will allow themselves to be drawn into the fight. Outside of the Kanawha fields, and there are exceptions even in this field, the coal operators of West Virginia do not recognize the miners' union and the miners are not organized. Conditions in West Virginia are entirely different from those in other fields. Ease and economy of operation, on account of the thickness of the seams and their location above water line, give the operators an advantage they can hardly be induced to jeopardize by going into a combination with the numerically greater operators in States where the seams are thinner and the cost of operation materially increased.

By going into a combination of operators to fight the United Mine Workers' organization it would put the West Virginia operators in the attitude of recogniz-

ing the union and would bind them to accept the terms finally agreed upon by and between the operators' combination and miners' union. That they will permit any such conditions to be saddled onto them there is no reason to believe. If there shall be a strike it may be set down that the West Virginia operators will be found doing business at the old stand, and with the increased prices coal will bring there will be a good many additions to the present list of millionaires among the coal operators of West Virginia.

ALBERT PHENIS.

HARNESSING ROANOKE RIVER.

Developing 3000 Horse-Power for Commercial Purposes.

[Special Cor. Manufacturers' Record.]
Roanoke, Va., September 26.

The harnessing of Roanoke river and converting it into a natural resource of unlimited power that would serve to furnish a cheap and efficient power to run all the factories and light the whole city of Roanoke was the idea of Mr. S. W. Harrell of this city, and his idea is being carried into execution by Mr. W. N. Camp of Florida, who will have completed by December 1 a dam across the river 375 feet long and 45 feet high, which he estimates will give him 3000 horse-power.

The possibilities of such an enterprise had been the study of Mr. Harrell for a number of years, and finally he induced Mr. Camp to come to Roanoke and look over the grounds. One visit was sufficient, and immediately the work of securing the lands in the vicinity was commenced.

The actual work on the dam commenced in August, 1904, but there was very little done during the winter, and the real work has been carried on this summer, the company having a large number of employees there all the time and putting in all the time possible.

The dam of the Roanoke Power Co. is about six miles from the city and about three miles from Vinton, and in order to make it accessible and to convey the massive machinery that will be used in the construction of the dam and the powerhouse it was necessary to grade a road out of side of the mountain. This work alone was a great undertaking, when it is considered that the point at which the dam is located is between two mountain sides that tower to a height of perhaps 200 feet from the bed of the river. The road was completed, and by this time the material to be used had commenced to arrive, and a string of wagons and mules have been kept busy hauling from Vinton to the new dam.

The dam has a head of 60 feet, there being a race running from the dam to the powerhouse, which is about 700 feet further down the river. It was at first thought best to locate the dam at this point, but it was later decided by Mr. Camp and his engineers that the additional 15 feet could be utilized to a better advantage by running the water through a race than by making the dam 60 feet high. At the point where the dam is located it would be a matter of impossibility almost to locate the powerhouse, as there is nothing but the sides of the mountain and the location would have to be dug out of the side of the hill, which made the race a necessity.

A company was organized, but Mr. Camp owns practically all the stock, with a small amount owned by Mr. Harrell and some of the directors. Several months ago Mr. Camp came to the city with his family, and since that time has personally supervised the construction, and since he came more progress has been made. He at first estimated that he could put in the dam and such a plant as he wanted at a cost of \$150,000. He now estimates that

it will cost him at least \$200,000, and perhaps more than that, before it is finally completed.

All the machinery they will use in the large power-house is now on hand, and all that will be necessary when the dam is completed is to set the machinery up and start it in motion.

The dam is now built across the river, and two-thirds of it has been built up to the required height, and the work is now progressing more rapidly, as the foundation was one of the hardest problems the engineers encountered.

This enterprise of Mr. Camp's is one of the biggest undertakings that has been attempted in Southwest Virginia, the idea of converting the latent power of Roanoke river into use having been considered impossible, as there was no point near enough, it was thought, to the city to make a dam practical. The present location of the dam was conceived by Mr. Harrell, but the enormous expense of really changing the whole face of the landscape in order to get a location seemed so enormous that he at first thought that this, which is the only place where it could be located, could not be utilized. The possibilities of the enterprise appealed to Mr. Camp, and he immediately put them into execution.

When completed and the wires have been run into the city they will be able to furnish power for any purpose at a minimum cost, and already there are several new factories and other enterprises looking for a location here, the inducement being a very cheap and economical power. A franchise was recently granted the Roanoke Power Co. for the city and on Christmas Day or rather Christmas eve, Mr. Camp promises to light the city with one of the best lights that is obtainable. LOUIS E. PEPPER.

LITTLE KANAWHA SYNDICATE.

The Question Before the Federal Court at Cincinnati.

[Special Dispatch to Manufacturers' Record.]
Charleston, W. Va., September 27.

Application for a receiver for the Little Kanawha Syndicate has been filed in the United States Circuit Court at Cincinnati by John S. Jones of Chicago, subscriber to \$100,000 worth of stock of the syndicate. A temporary injunction was granted by Judge Richards to restrain the syndicate managers, Messrs. Gould, Ramsey and Guy, from selling, contracting to sell, transferring or parting with any of the properties of the Little Kanawha Syndicate, and a hearing of the case was set for October 9. The petition, which is a lengthy one, recites that the antagonistic attitude of Messrs. Gould and Ramsey is detrimental to the welfare of the syndicate, and that the properties are about to be sold for one-half their true value. No bias is evidenced in the petition as against either Gould or Ramsey.

That this proceeding will arouse the widest interest and may be fraught with results of the greatest importance to the railroads of West Virginia is obvious to anyone who is at all familiar with the history of the Little Kanawha Syndicate.

ALBERT PHENIX.

The Board of Trade of Hartwell, Ga., has been organized with Messrs. A. N. Alford, president; J. D. Matheson, vice-president; H. M. Gri's, secretary and treasurer; E. R. Benson, I. J. Phillips, D. C. Afford, J. A. W. Brown, J. R. Leard and S. W. Peek, directors.

The New Orleans Board of Trade, Limited, Mr. Fred Muller, secretary, has compiled a pamphlet showing the movement of rice by months during the past year. The receipts of rice at New Orleans in that period were 1,364,368 sacks.

HENRY GASSAWAY DAVIS.

[Written for the Manufacturers' Record.]

By FREDERICK E. SAWARD.

They made a lot of fun of my old friend Henry Gassaway Davis during the last Presidential campaign. Some of the would-be wits were tickled at the middle name of this grand old man, but that is the cognomen of one of the best families in the Union. The ex-senator paid little attention to all this, and he went on building railroads and taking up coal lands, and now he is ready to talk business with the biggest of the coal carriers, such as the Reading and the Pennsylvania Railroads. He tells me that his Coal & Coke road will be ready for tonnage movement next year. This line extends from Charleston to Elkins, W. Va., a distance of 180 miles, and opens up 100,000 acres of the finest coal lands. These are owned by the Davis interests. When the West Virginia Central was sold to the Gould syndicate the money received by Mr. Davis was put into this new enterprise. "Inside of 60 days," says Mr. Davis, "our new railroad, extending nearly 200 miles through some of the best coal fields of West Virginia—we bought them before we started to build the line—will be in operation. During the next year we shall ship nearly 2,000,000 tons of coal and coke, about half east and the rest west." This is pretty cheerful sort of talk for a man who has gone beyond the three-score-and-ten line—and no one talks of chloroform in his case—simply due to his daily exercise and care of his mental and physical capacities.

The favorable, if not strategic, position of the road in its relation to other railroad properties in the State is shown when it is noted that while West Virginia is served east and west in the northern portion by the Baltimore & Ohio and Wabash, and in the southern portion by the Kanawha & Michigan and Chesapeake & Ohio railroads, there is no direct connection between the upper and the lower sections. The Baltimore & Ohio has a branch following the Ohio river on the western boundary of the State, and well to the east the West Virginia Central and the Chesapeake & Ohio have a line from Elkins to the neighborhood of White Sulphur Springs. A large portion of central West Virginia, however, which has been without railroad facilities will be supplied by the line of the Coal & Coke Railway. At the upper end of the road it connects at Elkins with the Wabash system, and at Belington with the Baltimore & Ohio. At the lower end it reaches the Kanawha & Michigan, or Ohio Central lines, and the Chesapeake & Ohio.

The coals found along the route, as Prof. I. C. White says, are not only first-class steaming coals, but make excellent coke. The upper or eastern end of the company's coal fields is an extension of the Roaring Creek basin, where mining has been carried on for a long time past, and where the best furnace and foundry coke is manufactured. The Davis Colliery Co. is the largest operator in this region, and one of the leading companies of the State. At Coalton, 15 miles from Elkins, that company has just completed an extensive plant provided with all the modern methods of mining coal and manufacturing coke. This plant will open up a large portion of that company's coal properties, which consist of some 22,000 acres. Its output will furnish a large amount of freight for the Coal & Coke Railway, which, in its geographical location, is fortunate in having a market both east and west for the coals and coke produced on its line. From the upper end it will ship to the lakes and other points in the West, as well as to the seaboard at the East, by the Baltimore & Ohio and the Wabash systems, and

through those connections to points on the Pennsylvania and the Reading roads, and on the south it will reach the Middle and Western States by the Kanawha & Michigan and the Chesapeake & Ohio lines.

BELIEVES IN ADVERTISING.

One Individual's Work for North Carolina Development.

Mr. S. A. Jones of Waynesville, N. C., who by tongue and pen has for many years been advocating the development of the resources of that beautiful section of Western North Carolina, says in a letter to the MANUFACTURERS' RECORD:

"I know of no section of the United States where people live so easily as here, and no section where you will find as little improved land for sale. Take Haywood county as an illustration. In the county there are 1843 landholding citizens. A thorough canvas by a direct letter to every single individual of them reveals the fact that less than 2 per cent. of the entire number are inclined to dispose of their home holdings without extraordinary inducements. However, this county of rich soil and timber is very sparsely settled, and there are over 200 square miles of it held by what are called speculative boundaries. On the edge of this county lands were held in 1894 at \$1.50 an acre. About 100,000 acres of this virgin forest land were sold recently for \$10 an acre. The almost unlimited supply of chestnut wood that was then worthless is now worth \$3 a cord for acid, and the untold millions of feet of hemlock, balsam and buckeye hitherto practically worthless is now worth \$3.25 a cord, owing to the fact that a large pulp mill consuming from 400 to 600 cords of wood a day will be erected in the center of this county. This, with the large tanneries and acid plants on all sides of us, is revolutionizing the value of wild land and is bringing about the necessary work to clear off these rich mountain lands and to open them to small homes for settlers. We are much indebted to your paper for conditions here today. You need not expect to see such villages here as you saw in 1894. You will find banks, brick stores and beautiful residences from Asheville to Murphy, and where in 1894 there was not a house that cost over \$2500, there are many of them ranging in cost from \$5000 to \$10,000, and Sylva has a beautiful bank with \$25,000 capital."

Since that letter was written the Waynesville Courier has published an interesting and stirring letter from Mr. Jones reciting with justifiable pride the efforts he has made for the development of that part of the country with its altitude of from 2600 to 3000 feet, and saying:

"The time is now ripe to push the work of advertising this county and city, and as I have said before, any kind of an old tongue can talk, but money and the press reach the fountains from which capital flows to new channels. In addition to the money and time I have already spent, I will find another thousand dollars to be spent in the same way if Haywood county and Waynesville will find \$4000 to make a \$5000 advertisement fund, not a penny of it to go to pay me for anything I have done or may do, but every cent to go to prosecute the work mapped out. A citizens' committee can be appointed to see just where and how every cent is spent, and I will take my chances with the rest for the benefit that will result from the work. Health brought me here, and I found it. Work is what I love, and by study and work I have found the facts of what can be done for Waynesville and Haywood county. What set of men will come forward in a business and practical way and help to send these facts to the world and make this the banner county

not only of North Carolina, but of the whole South?"

EXPANSION OF COMMERCE.

Suggestions From National Implement and Vehicle Manufacturers.

In a report for the convention this week at Niagara Falls of the National Association of Implement and Vehicle Manufacturers the committee on foreign commerce, Messrs. F. E. Myers of Ashland, Ohio, chairman; H. M. Kinney, James Deering, A. B. Farquhar, C. H. Deere and R. R. Dennis made a report dwelling upon the necessity to create, for holding and increasing our foreign trade, a greater and greater expansion of our industries through more direct communication and improved trade relations in various foreign countries. It took the ground that the manufacturer who has the ability to invent, build mammoth establishments and install the complex machinery of the present day should, in the judgment of your committee, have the capacity to market his product in competition with the markets of the world and be interested in securing the adoption of any and every feasible method that will secure this result.

It discussed, among other topics, the raising of the grade of the consular service and reciprocity, and said:

"The agricultural interests of the United States have long been dependent for their prosperity upon the demand abroad for their surplus products. Owing to the superior skill of our artisans and the constant development and introduction of improved labor-saving machinery, our manufacturing industries have found that they were outstripping our own home market, notwithstanding our enormous consumption.

"Relief from an accumulation of stocks and a continuance of our present prosperity as manufacturers can only be secured by an increased foreign demand. The statistics compiled by the Department of Commerce and Labor show that our exports in the fiscal year just ended reached the enormous total of \$543,620,297, as compared with \$452,415,921 in the preceding year.

"The United States has become within recent years the greatest manufacturing nation in the world. In 1860 the United States stood at the bottom of the list of the four great manufacturing nations, viz., the United Kingdom, France, Germany and the United States. Forty-five years later the United States stands at the head of the list, and her manufactures equal those of the other three nations combined.

"It is estimated that the total value of the manufactures entering the world's markets, determining this by the grand total of manufactures exported, country by country the world over, is \$1,000,000,000, so that notwithstanding our proud position as the leading manufacturing nation, we supply at present only a small proportion of the manufactures entering the markets of the world.

"To retain and increase our export trade we must look to those countries that have no well-developed manufacturing industries. It is in Asia, Africa, South and Central America, Mexico and Australia we must look to secure a market for our surplus manufactures.

"These countries at present are mainly supplied by the United Kingdom, Germany and France. The people of Mexico and South America are our neighbors, and we should naturally supply the bulk of their requirements. At present South America, Mexico and the other Latin-American countries draw the bulk of their imports from Europe. The statistics show that South America imported from European countries a total of \$240,000,000 last

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year, while at the same time our exports only amounted to about \$50,000,000."

Among the suggestions made by the committee were the following:

"As far as possible, pack all parts to make a complete implement in one or more packages. Take extreme care against errors in packing or breakage in transportation, and that all goods sent abroad are of good quality, carefully made and shipped on time, and under no circumstances undertake to unload antiquated or poorly-made goods or those of unproven adaptation.

"We cannot help but feel that manufacturers will comprehend without further comment by this committee the injustice and consequent damage that will be incurred by carelessness as to quality of goods, inadaptation, correction of weak points and the packing of goods in an irregular manner or different from the requirements.

"To inspire confidence on the part of foreign buyers, an emblem to show that you are a member in good standing of the National Association of implement and Vehicle Manufacturers, with a further statement that you refer to said association, giving address, would, in the judgment of the committee, inspire confidence and be decidedly effectual.

"We are inclined to recommend the establishment of a bureau of information, subject to such regulations as the executive committee may prescribe. The duties of the bureau to be:

"First—To secure by correspondence specific information as to what particular class of goods they are interested in, character of business, cable code, cable address, references, bankers, etc.

"Second—To investigate references.

"Third—To keep a tabulated record of all information received.

"Fourth—To supply all members by bulletins or otherwise the names of parties interested in the particular class of goods made by said members, together with such information as has been secured."

The Iron and Metal Trades.

The *Iron Age* in its weekly review says:

"The past week has carried further the remarkable buying movement that burst upon the iron market two weeks ago, and the September tonnage is easily the greatest for a single month in the history of the trade. While there are evidences of excitement here and there, business for the most part has been done in an orderly way, and veterans in the trade refer to the present market as the greatest in which they have participated.

"The United States Steel Corporation has bought 40,000 tons of Bessemer iron at \$15 at furnace for delivery in September and October. Further iron will be required for October, and the corporation is expected to be a buyer of Bessemer at the rate of 40,000 tons a month well into next year. The total of its purchases in September is 80,000 tons. Bessemer iron is now squarely \$15.50 at valley furnace. In the foundry iron trade a prodigious business has been rounded up, and leading Southern sellers have booked a record tonnage in September. The largest seller is reported to have taken orders for 100,000 tons last week. Northern sellers have been exceedingly busy also, particularly in the East and the Central West. The movement has given strong proof that foundries are at last getting a fair share in the general prosperity.

"Three Alabama sellers of foundry iron are out of the market temporarily, but inquiries of large aggregate for the first quarter and first half of 1906 are pending, and \$12.50 for No. 2 foundry iron at Birmingham is now quoted. Eastern Pennsylvania furnaces now have their prices

50 cents to \$1 a ton above those of two weeks ago. In the Central West the minimum has advanced from \$14.50 to \$15 at furnace for No. 2 foundry.

"Eastern buyers of basic iron have taken 60,000 tons additional, and the market is very firm at \$16 delivered.

"Coke manufacturers have advanced prices and are chary of long commitments. Contracts for Connellsville furnace coke have been made at \$2.50 for the first half of 1906, and other contracts at \$2.60 are pending. The possibilities of an anthracite strike and the pinch of car shortage are both influential factors in the coke situation, which is particularly strong.

"Lake Superior ore interests are already discussing higher prices for next year, and sales are expected before the close of 1905.

"Sales of English hematite for Atlantic coast delivery in this country have been erroneously reported. In early September 30,000 tons were arranged for in addition to the purchases of last spring, and it is understood that a deal for 30,000 tons additional is pending, deliveries extending into next year. Prices on the other side have advanced to 58 shillings for east coast hematite. Quite heavy buying of foreign spiegeleisen and ferromanganese for Pennsylvania steelmakers is reported, 30,000 to 40,000 tons being taken in the past week. Ferro has advanced \$4 to \$5 a ton in the past fortnight.

"Rail buying and railroad equipment demand are still the backbone of finished material markets. Fully 125,000 tons of rails have been booked in the week, including 10,000 tons for the Central of Georgia, 8000 tons for the Des Moines & Fort Dodge, 30,000 tons for the Northern Pacific, 40,000 tons for Rock Island, 10,000 tons for Central of New Jersey and 25,000 tons, in addition to the earlier order, for Norfolk & Western. More rails than ever for the Southwest and Northwest will be rolled in Pennsylvania next year, the Chicago mill being filled up to November 1, 1906.

"The stringency in structural material is more marked, and Chicago jobbers are now shipping far afield, reaching both coasts. Plate mills are a close second to shape mills in the matter of congestion and an advance in the plate base is considered imminent.

"It is only mildly stating the case to say that in important finished lines September sales have exceeded all records. Steel-bar business is very heavy, the advances in bar iron now making steel the cheaper material. No advance in steel bars has been made, nor do leading manufacturers expect an advance. Wrought pipe has been in excellent demand, albeit prices do not advance. Sheets have improved steadily. Tinplate lags, though some large business has been done with the Pacific coast canning trade. September has always been active in the wire trade, and this month has emphasized the record."

Locations for Industries.

The industrial department of the Illinois Central Railroad Co. has just issued through Mr. J. C. Clair, industrial commissioner, Chicago, a pamphlet of more than 225 pages giving data of particular interest to manufacturers regarding cities and towns along the Illinois Central and the Yazoo & Mississippi in South Dakota, Nebraska, Iowa, Minnesota, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi, Arkansas and Louisiana. The information, though condensed, is full, telling of the population of the communities, of their advantages in the matter of homes, material for industries, labor, possible markets, etc., and Commissioner Clair is prepared to give additional information regarding any specified place.

MINING.

American Mineral Output.

During the past 10 years the value of the mineral products of the United States has more than doubled, increasing from \$620,767,222 to \$1,289,660,788. The value of metallic products has increased from \$281,479,931 to \$542,081,983, and of non-metallic products from \$338,287,291 to \$747,178,805. It is interesting to note that in 1904 the value of bituminous coal was nearly twice the combined value of gold and silver produced, and that the value of building stone was within ten millions of the value of gold and five millions more than the value of silver. The value of products was as follows:

Bituminous coal, \$305,842,268; anthracite coal, \$138,974,020; total coal, \$444,816,288; pig-iron, \$233,025,000; copper, \$105,629,845; petroleum, \$101,170,466; gold, \$84,551,300; building stone, \$74,200,361; silver, \$69,303,319; natural gas, \$38,496,760; lead, \$26,402,000; cement, \$26,031,920; zinc, \$18,670,200; brick clay, \$13,000,000; mineral waters, \$10,398,450; phosphate rock, \$6,873,625; salt, \$6,021,222; molding sand, \$4,951,607; zinc white, \$4,808,482; pyrite and sulphur, \$3,460,863; gypsum, \$2,784,325; aluminum, \$2,477,000; clay (other than brick), \$2,320,162; quicksilver, \$1,503,795; asphaltum, \$903,741; grindstones, \$881,527; glass sand, \$796,492; borax, \$698,810; mineral paints, \$631,171; fibrous talc, \$507,400; antimony, \$505,524; talc and soapstone, \$433,331; graphite, \$341,372; precious stones, \$315,900; bromine, \$269,130; feldspar, \$266,326; bauxite, \$235,704; fluorspar, \$234,755; oil-stones, \$188,985; barytes, \$174,958; fuller's earth, \$168,500; mica, \$120,316; garnet, \$117,581; flint, \$100,590; monazite, \$85,038; crystalline quartz, \$74,600; corundum and emery, \$57,235; infusorial earth and tripoli, \$44,164; cobalt oxide, \$42,600; millstones, \$37,338; manganese ore, \$29,466; asbestos, \$25,740; marls, \$20,000; nickel, \$11,400; uranium and vanadium, \$10,600; magnesite, \$9298; rutile, \$7000; pumice stone, \$5421; lithium minerals, \$5155; platinum, \$2600; arsenious oxide, \$2185; chromic iron ore, \$1845, and unspecified, \$400,000. No metallic tin was produced, but about 159 short tons of concentrates from South Carolina, South Dakota and Alaska were shipped to England.

Increased Coal Supply.

It is reasonably certain that the coal supply of Alabama for the coming year will be greatly in excess of the output of any previous year. In Jefferson and Walker counties the development work already in progress or contemplated is so extensive that it has led to the assertion that the State's production in 1906 will be increased at least 2,000,000 tons. It is stated that the Pratt Consolidated Coal Co., producing at present 8000 tons per day, will have increased its production to 20,000 tons by the second quarter of the next year. The Louisville & Nashville Railroad is reported as intending to construct 13½ miles of track in order to reach properties which this company will develop, while the Southern Railway, the St. Louis & San Francisco Railroad and others are also constructing or contemplating the construction of extensions into undeveloped coal fields.

Large Coal Development.

Messrs. William H. Skaggs of Birmingham, Ala., and William Penn Nixon and associates of Chicago, Ill., have acquired control of 41,000 acres of coal lands on the Warrior river in Alabama a few miles above the city of Tuscaloosa. It is stated that a company with a capital of several

million dollars will be organized to provide cheap fuel for use in developing the export trade from the Gulf ports and those of the Atlantic seaboard. The property is considered among the best of Alabama's coal lands, and it is understood that the Mobile & Ohio Railroad contemplates extending its lines through it. Its location is at the head of slack-water navigation on the Warrior river, and in developing it the purpose is to supply the local demand, beside furnishing coal for export.

Coal Tipples, Barges, etc.

The United States Oil & Gas Co. of Cleveland, Ohio, which owns and operates a coal-mining plant at Holden, W. Va., has purchased one-quarter of a mile of land along the water-front at Huntington, W. Va., and will expend \$500,000 for the erection of coal tipples and the construction of a line of barges to be used in transporting the products of its mines at Holden to Southern markets. It is stated that the contract for the tipples and barges will be awarded within 30 days, the company announcing also that it will open new mines at once in the vicinity of Holden. Several hundred coal cars of large capacity will also be constructed.

Developing Limestone Land.

The Ozark White Lime Co. of Fayetteville and Gravette, Arkansas, has purchased 100 acres of limestone land near Gravette, and will install two additional kilns, making a complement of four in its plant there. Its output, which was 40,000 barrels last year, will be greatly increased. A. W. Morris is the manager of the plant at Gravette.

Installing Mining Plant.

Mr. John G. Matthews, president of the First National Bank at Barboursville, Ky., is installing a mining plant about nine miles north of the city. The equipment will cost about \$30,000, and is expected to have a capacity of 500 tons per day. A railroad more than a mile in extent has been completed to the location of the plant.

New Coal Company.

The Esser Coal & Coke Co. of Esser-ville, W. Va., recently incorporated, has purchased the plant of the Guest River Coal & Coke Co., consisting of mines, improvements, coke ovens, tipples, bins, machinery, dwellings, etc. The company has under lease about 300 acres of coal lands, the capacity of the mines being about 200 tons of coal per day, and is operating 51 coke ovens. Officers of the Esser Coal & Coke Co. are George H. Esser, president and general manager; C. C. Hyatt, secretary and treasurer.

Mining Notes.

The British steamship *Wearside* cleared from Lambert's Point, Va., a few days ago for Tampico, Mexico, with a cargo of 2000 tons of coal and 3250 tons of coke.

It is announced that the charcoal furnace at Attalla, Ala., of the Eagle Iron Co. of Chattanooga, Tenn., which has been idle for some time, will resume operations about December 1.

Superintendent J. F. Kant of the Bessemer Rolling Mills at Bessemer, Ala., has announced that two shifts of operators will be put to work in the mills on October 1, as it is impossible to supply the demand with the present working force on one shift.

It is announced in the *Wheeling Intelligencer* that the United States government has awarded to the Fairmont Coal Co. a contract for 50,000 tons of coal to be used on the Panama Railroad and in engines used in the construction of the canal.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Newport News to Yorktown.

Mr. J. L. Patton, vice-president of the Virginia Peninsular Railway Co. of Newport News, Va., informs the MANUFACTURERS' RECORD that the company proposes to build a line from Newport News to Yorktown, Va., with a branch to Poquosin and with a connection either by building a branch or by making traffic arrangements to Hampton, Phoebus and Old Point. It will also connect by ferry at Yorktown with Gloucester Point. The capital of the company is \$300,000.

It has been decided to operate the road with gasoline motor cars, a committee having investigated the car made by the Union Pacific Railway at Omaha. Construction of the line is to begin immediately, and it is estimated that it can be completed within six or eight months. Mr. Patton, who is head of the firm of J. L. Patton & Co., custom brokers, promoted the enterprise and secured an organization. Mr. W. A. Post, the president of the company, is general manager of the Newport News Shipbuilding & Dry-Dock Co. Mr. Patton, the vice-president, is a former president of the Chamber of Commerce. Mr. Charles M. Graves, Jr., secretary, is a business man of Norfolk, and Mr. Arthur Lee, the treasurer, is assistant cashier of the First National Bank. Mr. O. D. Batchelor is general solicitor. He is a well-known attorney. Among others who are directors of the company are J. A. Willett, cashier of the First National Bank; W. E. Barrett, W. E. Cottrell, who are in the real-estate business; Alexander B. Meyers, L. P. Stearnes, Elias Peyser, Walter Charnley, T. J. Coleman and Fred J. Gauntlett.

PAULS VALLEY RAILWAY.

Will Build About 180 Miles From Ada, I. T., to Wichita Falls, Texas.

Mr. Albert Rennie, secretary of the Pauls Valley Railway, writes from Pauls Valley, I. T., to the MANUFACTURERS' RECORD as follows:

"The correct name of the company is, Pauls Valley Railway. The directors are J. C. Amendt, president; W. M. Freeman, vice-president; Albert Rennie, secretary; J. B. Thompson, treasurer; S. J. Garvin and J. C. Hylarger. The address of all is Pauls Valley, I. T., with the exception of the president, whose residence is Chicago, with business address at Pauls Valley.

"The length of line is about 180 miles, connecting a point on the Missouri, Kansas & Texas or Frisco railroads near Ada with Wichita Falls, Texas. The connections to be made are Missouri, Kansas & Texas and Frisco at Ada, Santa Fe system at Pauls Valley, Rock Island system at Waurika, the Missouri, Kansas & Texas and Fort Worth & Denver and Wichita Valley roads at Wichita Falls, Texas. Almost all of the entire distance to be traversed is prairie, 75 per cent. of which is now in cultivation.

"Mr. M. P. Paret of the Kansas City, Mexico & Orient Railway Co. is our consulting engineer, and will place in the field immediately a locating engineer.

"The date of opening bids for construction, etc., will be given later."

Gulf & Ship Island.

The Gulf & Ship Island Railroad reports through Fisk & Robinson, 35 Cedar street, New York, for the year ended June 30 gross earnings \$1,877,397, increase \$47,582; operating expenses and taxes \$1,397,242, increase \$168,007; net earnings \$480,155, decrease \$120,425. The

gross earnings per mile averaged \$6825, as compared with \$7011 the preceding year. The average miles operated was 275, an increase of 14 miles.

At Gulfport, Miss., the southern terminus of the road, 273 vessels were loaded during the year, an increase of 75, there being 88 steamships among the number. The exports of naval stores have greatly increased, the shipments amounting to 130,000 barrels of rosin and 464,000 gallons of turpentine.

The branch south from Mendenhall was completed to Silver Creek, 28¾ miles, and from Silver Creek to Columbia rails have been laid for about seven miles south, while most of the road has been graded. Continued rains have retarded construction, but when this branch is completed it will add about 58 miles of track, bringing the company a total of about 309 miles.

The falling off in the demand for lumber in the interior during the first six months and the severe storms seriously affected the economical handling of freight.

Atlanta & Carolina Railway.

The Atlanta & Carolina Railway Co., 515 Prudential Building, Atlanta, Ga., informs the MANUFACTURERS' RECORD that its line is to extend through East Atlanta down South river through a section of 800 acres of granite known as Arabia, and then through Lithonia, crossing the Georgia Railroad at that point, and extending from there to Conyers, a distance of 27 miles. Continuing, the letter says: "It is the plan of this company to lease or purchase the three miles of road known as the Milstead road, which would give it a direct line of 30 miles, in addition to which there will be 10 miles of branch lines in and around Lithonia to reach the various granite quarries of that section.

"The territory east of Atlanta is practically the only fertile section around Atlanta through which a railroad has even been projected, and is destined to become, on a much large scale than it now is, the garden of Atlanta.

"The chief engineer is Mr. M. Mason, formerly with the Atlanta & West Point Railroad. It is hoped to be ready to advertise for bids for the construction and equipment by October 1."

The other officers of the company are John R. Hosch, president; Joseph A. McCord, treasurer, and M. Thomas Edgerton, secretary.

MAY GET TO MACON.

Darien & Western Extending—Coast Line Said to Be Interested.

Mr. H. D. Emerson, vice-president and general manager, writes the MANUFACTURERS' RECORD that the Darien & Western Railroad of Darien, Ga., is busily engaged in extending its line west. It is now open for freight and passenger traffic to Ludowici, 40 miles, and five miles of track are laid west from Ludowici to Wefannee, and construction is under way from Wefannee to Glennville, 15 miles. He denies the report that the company proposes to build from Darien to Brunswick.

A press dispatch from Savannah, Ga., says that the contest between the Darien & Western Railroad and the Reidsville & Southeastern Railroad over which should build a line between Ludowici, in Liberty county, and Glennville, in Tattnall county, has been settled by the sale of the Reidsville & Southeastern to the Darien & Western. D. M. Bradley & Sons were the owners of the Reidsville & Southeastern.

It is reported that the Atlantic Coast Line is back of the deal, and that its purpose is to secure a route between Savannah

and Macon via Ludowici, Vidalia and the Macon, Dublin & Savannah Railway.

Texas, Oklahoma & Northwestern.

The Texas, Oklahoma & Northwestern Railroad Co., which has been chartered in Oklahoma with \$2,500,000 capital, proposes to build a line 450 miles long from the boundary line between the Chickasaw Indian Nation and Caddo county, Oklahoma, northwest to a point on the Cimarron river, in Woodward county, traversing the counties of Caddo, Custer, Dewey and Woodward; also an eastern line traversing the counties of Blaine, Kingfisher and Logan to Guthrie, and a western line traversing the counties of Roger Mills and Day.

A press dispatch says that it is proposed to begin the construction at Thomas or Custer City, on the "Orient" Railway, northwest to Taloga and Lenora, in Dewey county; southeast to Anadarko, passing through Hydro and Virden; east to Guthrie, passing through Kingfisher and southwest through Cheyenne into Texas. It will make connection with the Lindsay, Washita & Western, thereby connecting Western Oklahoma, Texas and Kansas with the coal deposits along the latter road.

The directors are Senator A. H. Huston, John Devereaux, Charles Seeley and Charles E. Carpenter of Guthrie, O. T., and Henry Knapp of New York city.

Louisiana & Arkansas.

The Louisiana & Arkansas Railway Co. reports for the fiscal year ended June 30 a gain of about 20 per cent. in its gross earnings, while the net earnings showed an increase of nearly 49 per cent. The average length of road operated was 167 miles, an increase of 20 miles as compared with the year before. The gross earnings were \$844,536, increase \$139,864 as compared with the year ended June 30, 1904; operating expenses and taxes \$521,712, increase \$33,917; net earnings \$322,824, increase \$105,947; surplus \$201,522, increase \$86,065.

The gross earnings per mile averaged \$5042 in 1905, as compared with \$4768 in 1904, while the net earnings were \$1927 per mile, as compared with \$1467 per mile. The report also shows that the property has been kept up and improvements have been made during the year. The proportion of operating expenses to gross earnings is reduced, and it is stated that the heavier engines acquired have made possible more economical handling of freight, the average trainload amounting to 320 tons, as compared with 213 tons in 1904. These figures are furnished by Messrs. Fisk & Robinson, 35 Cedar street, New York.

Oklahoma to Sulphur.

A dispatch from Davis, I. T., says that grading is well under way on the Oklahoma City, Lexington & Sulphur Springs Electric Railway. The contractors have been subletting sections between Davis and Sulphur, and seven additional grading outfits will start on the work immediately.

Mr. George A. Teague, secretary of the company at Lexington, O. T., is reported as saying: "We will rush construction work between here and Oklahoma City, and cars will be running between Davis and Sulphur early in the new year. The Colonial Construction Co. is building and equipping the road. Our aim is to build one of the best electric lines in the United States. It will be standard gauge, with 70-pound steel, and suitable to carry both freight and passengers. All bridges will be sufficiently strong to carry regular freight cars of steam roads."

Rutherfordton to Spartanburg.

Concerning the report that the Southern Railway has made surveys for a line between Rutherfordton, N. C., and Spartanburg, S. C., Mr. W. H. Wells, engineer of construction at Washington, D. C., writes the MANUFACTURERS' RECORD that surveys have been made and that the line will be approximately 34 miles long. Nothing definite has been decided upon as to the construction and equipment of this road, but if built it will leave the South Carolina & Georgia extension at Rutherfordton, will cross Broad river near Poor's Ferry, and go thence in an almost direct line to a connection at Spartanburg with the company's main line from Washington to Atlanta, and also making direct connection there with the Spartanburg-Asheville line and also the Charleston & West Carolina road. The survey was made by Assistant Engineer J. M. Clark.

Texas Central Report.

The thirteenth annual report of the Texas Central Railway Co. for the fiscal year ended June 30 shows total earnings \$827,380, increase as compared with the next preceding year \$91,964; total expenses \$551,901, increase \$2261; net earnings \$275,479, increase \$89,703; net earnings after the payment of interest on bonds, \$244,479; surplus after the payment of dividends of 5 per cent. each on the preferred and common stock, \$15,789.

Mr. Charles Hamilton, vice-president, reports that the physical condition of the property is constantly undergoing improvement. The policy of substituting permanent metal and stone structures for the wooden bridges originally constructed is being continued.

Cordele to Hawkinsville.

The Cordele, Hawkinsville & Northeastern Railroad Co. has applied for a charter in Georgia to build a line 35 miles long from Cordele via Tippettsville to Hawkinsville, with headquarters in Cordele. This proposed road will, it is said, open a rich agricultural section, and the proposition will be pushed as soon as charter is granted.

The incorporators are J. Pope Brown, P. P. Lovejoy, W. N. Persons, B. J. Henry, J. J. Harvard and C. W. Jordan, Jr., of Hawkinsville, and B. P. O'Neal, R. L. Wilson, L. A. Parker, C. C. Cutts, R. C. Harris, F. R. Wallace, J. A. Ward and W. H. Dorris of Cordele.

Ensley Southern Extension.

Mr. E. M. Durham, Jr., resident engineer of the Southern Railway at Birmingham, Ala., writes the MANUFACTURERS' RECORD that the extension of the Ensley Southern Railway from Short Creek, Ala., will be for the present about five miles, which involves the crossing of the Little Warrior river only. There is only one tunnel to be constructed, which will be about 600 feet long, and the total expenditure will be about \$250,000. Mr. Durham will supervise the work under the general direction of Mr. W. H. Wells, engineer of construction at Washington.

Danville to Yanceyville.

Mr. Howell C. Featherston, attorney-at-law, writes from Lynchburg, Va., concerning the proposed railway in which he is interested. He says that the name of the corporation will probably be the Danville & Caswell Railway Co., and that the road will probably be operated by electricity. It will be about 20 miles long, and will connect Danville, Va., and Yanceyville, the county-seat of Caswell county, North Carolina. This line will open up some excellent farming and timber territory.

Western Maryland Meeting.

The Western Maryland Railroad Co. gives notice that a special meeting of stockholders will be held at the office in Baltimore on October 19 to act on the proposed purchase of the Western Maryland Tidewater Railroad, the Potomac Valley Railroad, the Piedmont & Cumberland Railroad, the West Virginia Central & Pittsburgh Railway, the Belington & Beaver Creek Railroad and the Coal & Iron Railway.

Fort Worth to Mineral Wells.

The Fort Worth & Mineral Wells Electric Railroad Co. has been incorporated in Texas to connect the two towns named by a line 53 miles long. The incorporators are Cicero Smith, D. M. Howard, H. N. Frost, E. J. Waldron and Albert Stevenson, all of Mineral Wells.

Illinois Central's Denial.

Mr. W. J. Harahan, fourth vice-president of the Illinois Central Railroad, writes from Chicago to the MANUFACTURERS' RECORD saying that there is no truth in the report that the company is going to build a line from Sardis, Miss., to Corinth and Holly Springs.

Birmingham Water Supply.

The Commercial Club of Birmingham, Ala., is circulating in pamphlet form the report of the citizens' special committee on the quantity and quality of the water supply of the city. The report makes a highly favorable showing, both as to the present water supply from the Cahaba river with the readiness with which the storage supply may be increased and as to the efficiency of the system of filtration in use by the Birmingham Water-Works Co. Secretary Joseph B. Babb of the Commercial Club suggests to the MANUFACTURERS' RECORD that "the Coosa and the Warrior are both available for use if this community should ever outgrow the Cahaba."

Paris.

Lamar county, Texas, and Paris, the county-seat, are the subjects treated in an exceedingly artistic pamphlet which has been given wide circulation. The city contains 18,000 of the 70,000 population of the county and occupies most advantageous position from the commercial standpoint, being the terminal of three railroad systems and on the line of a fourth. It is a heavy jobbing center, and is rapidly advancing as a manufacturer. The county grows, in addition to cotton, the grain, fruit and vegetables common to many parts of the United States.

Purchase of Tanneries.

Messrs. Cover & Drayton, offices at Chicago, Philadelphia and Winchester, Va., have conveyed to the United States Leather Co. by purchase four large tanneries and 125,000 acres of timber lands from which the bark has not been cut. The tanneries are located at Narrows, Va.; Lost City, Moorefield and Capon Bridge, W. Va., and the purchase price is said to have been \$1,700,000, while it is stated that the timber tract was purchased for \$250,000.

The Cotton Movement.

In his report for September 22 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during the first 22 days of the season was 843,918 bales, an increase over the same period last year of 83,624 bales. The exports were 324,385 bales, a decrease of 37,125 bales; the takings were, by Northern spinners, 81,868 bales, an increase of 8872; by Southern spinners, 130,946 bales, an increase of 28,091 bales.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

A \$400,000 Cotton Mill Planned.

During the present week the Flora Cotton Mills Co. of Fayetteville, N. C., has been incorporated and effected permanent organization, its capital stock being placed at \$400,000, half of which will be common stock and half preferred 7 per cent. stock. H. W. Lilly, president of the Bank of Fayetteville, has been elected president; J. K. S. Ray, treasurer, and W. D. McNeill, general manager. The company has purchased land for the site, and expects to begin construction work in the near future. Electricity will be obtained from the Cape Fear Electric Co. of Fayetteville to drive the machinery. William Coleman, president of the Glenn-Lowry Manufacturing Co., operating a \$500,000 cotton factory at Whitmire, S. C., will subscribe largely to the stock of the Flora Company. He was mentioned in the MANUFACTURERS' RECORD of October 15, 1904, as having decided to build a large cotton mill at Fayetteville, and evidently incorporation of the Flora Company completes his plans for that enterprise. Mr. Coleman's previous announcement was that the mill is to be equipped with 25,000 spindles and 800 28-inch looms for the manufacture of print cloth.

The Additional Beaumont Mill.

Last week the MANUFACTURERS' RECORD referred to the decision of the Beaumont Manufacturing Co. of Spartanburg, S. C., to build an additional mill, and some mention was made of the details. Further and complete particulars have since been obtained. The company will build the new mill for a capacity of 5184 spindles, but will at first install only 4000 spindles and power for the full capacity, construction work to begin immediately under the supervision of J. E. Sirrine of Greenville, S. C. He has been engaged as the engineer in charge of the improvements. This will be Beaumont Mill No. 3, its product to be white and colored carpet warps, twines, rope, wicking and other specialties; output proposed, 5000 pounds daily. About 100 operatives will be employed in the mill. Beaumont Mills No. 1 and No. 2 will be the yarn mills, with a total of 9838 spindles; No. 3 is the weave mill, having 9792 spindles and 252 40-inch Draper looms. D. L. Jennings is treasurer of the company.

A 50,000-Spindle Cotton Mill.

Further important developments of the water-power properties at Roanoke Rapids, N. C., will be undertaken by the Roanoke Rapids Power Co. of that city, in connection with plans for adding other manufacturing industries to those now established. The company is organizing a company to have a capital stock of \$500,000 for the purpose of building a cotton-spinning mill to be equipped with 50,000 spindles, and it has about closed a contract ensuring the location of a large paper and pulp mill. The Roanoke Rapids Power Co. developed 5000 horse-power in 1893, and has been furnishing it to manufacturers, and now plans to further utilize its water-power to the fullest extent. It is contemplated to construct a concrete dam entirely across the Roanoke river and build an electric plant to transmit the

power by electricity, the cost of this work to amount to about \$400,000. The company's engineers are now at work on the plans and estimates. H. C. Cooper is general manager.

Kansas City's Proposed Mill.

The Kansas City Cotton Mills Co. of Kansas City, Mo., has been incorporated, with capital stock of \$400,000 in 7 per cent. cumulative preferred stock and \$600,000 common stock. This company, referred to last week as proposed, has purchased buildings and land as a nucleus for its plant, and proposes to begin operations with 10,000 spindles and 300 looms in position. Plans will be prepared for a plant of 20,000 spindles and 600 looms, and for a four-set woolen mill, all to be put in position as rapidly as possible. The company's officers are: President, William Peet; vice-president, Witten McDonald, and secretary-treasurer, Edward E. Holmes. The directors include the officers named and other well-known financiers and business men of Kansas City, also J. G. Gray, president of the Delaware Corporation Co., Wilmington, Del.

The Warioto Cotton Mills.

The MANUFACTURERS' RECORD of September 14 mentioned the incorporation of the Warioto Cotton Mills of Nashville, Tenn., with a capital stock of \$200,000, and stated that the company intends to modernize the Tennessee Manufacturing Co.'s plant, which has been purchased, subject to a lease now in operation. It is now reported that the new company will also issue bonds for \$150,000, of which amount \$145,000 will be the purchase price of the mills and the remaining \$5000 and the capital stock of \$200,000 will be applicable to the equipment and operation of the new enterprise. Mr. W. R. Odell, the Concord (N. C.) cotton manufacturer, will be president of the new company, and Joseph H. Thompson of Nashville will be one of the managers.

A \$200,000 Cotton-Waste Mill.

In its issue of August 3 the MANUFACTURERS' RECORD referred to the proposition for building a cotton-waste mill in Spartanburg, S. C. During the past week it has been stated that arrangements for locating the enterprise are about completed and that a stock company will be organized with capital of \$200,000 to own and operate the plant. Mr. John B. Cleveland of Spartanburg is interested in this enterprise, and it is understood that the Hoffman-Corr Manufacturing Co. of Philadelphia, Pa., and Peter H. Corr, a cotton manufacturer of Taunton, Mass., will be the principal investors in the capital stock. It is proposed to manufacture cotton rope, twine, etc., from cotton waste of the Spartanburg mills.

To Add a Bleachery.

A meeting of the stockholders of the Elk Mountain Cotton Mills Co. was held last week at Asheville, N. C., to consider adding a bleachery to the company's plant. An affirmative decision was made and the capital stock of the corporation will be increased from \$150,000 to \$200,000 in order to provide the required funds. A site has been obtained, and the construction work is expected to begin in the near future. There are 84 looms in the mill, and their product is damask, bedspreads, etc., all of which is now shipped to Lowell, Mass., for bleaching. Electricity is the motive power of the mill, and a steam engine is kept ready for use if emergencies arise or if water is to be pumped in time of fire.

A Woolen Mill Incorporated.

The Rigg Woolen Mill Co. has been incorporated, with capital stock of \$50,000,

and taken over for operation the Terra Alta Woolen Mills at Terra Alta, W. Va. This mill has an equipment of one set, 816 spindles and 12 looms, etc., manufacturing ladies' dress goods and meltons. It has been operated by Messrs. J. W. Rigg & Sons. The new company has elected J. D. Rigg, president; J. N. McClenahan, secretary-treasurer, and J. T. Sanderson, superintendent and manager. The directors are Messrs. J. C. Mayer, J. S. Lacon, W. H. Glover, W. A. Beavers, B. C. Crane, C. A. Miller, J. T. Sanderson and M. N. Taylor. The mill's daily output is 400 yards.

The Vermont Mills Completed.

Another cotton factory is now in operation in Bessemer City, N. C. It is the Vermont Mills, the organization of which, with a capital stock of \$50,000, was reported by the MANUFACTURERS' RECORD in May last. The company has erected the building and installed an equipment of 3000 spindles and 96 looms for the production of sheetings and drills and began manufacturing this week, employing about 50 operatives. Mr. D. A. Garrison is president; J. H. Wilkins, secretary, and S. J. Durham, treasurer. The Draper Company of Hopedale, Mass., furnished the looms.

Proposition for a Silk Mill.

An opportunity for some Southern city to add a silk mill to its manufacturing industries is presented in a letter which the MANUFACTURERS' RECORD has received from George F. Forbes, Box 1754, Paterson, N. J. Mr. Forbes states that he proposes to endeavor to interest some of the cities of the South which present special advantages for silk manufacturing in the establishment of a modern silk mill. Commercial organizations devoted to the progress of their sections can probably correspond with Mr. Forbes to advantage.

Wiscasset Addition Completed.

The Wiscasset Mills Co. of Albemarle, N. C., has about completed the additional mill, No. 3, on which construction work has been progressing for some months. Its No. 3 mill is a two-story modern mill building, in which will be installed 15,000 spindles, to be operated by electricity. About \$225,000 is the cost of the improvements. The announcement that this mill had been decided upon was given by the MANUFACTURERS' RECORD some months ago.

A \$100,000 Cotton Factory.

Arrangements are being perfected for the organization of a company with a capital stock of \$100,000 to build a cotton factory at Statesville, N. C. It is proposed to induce Statesville investors to subscribe to \$40,000 of the stock, and the balance of \$60,000 will be furnished by J. C. Smith of Newton, N. C., an experienced cotton manufacturer who recently sold his interest in other mills at Newton.

Textile Notes.

The Monroe (N. C.) Cotton Mills is reported as to erect a 40x200-foot addition and install new machinery to fill the building.

It is reported that the Greenwich (N. Y.) Knitting Co. will remove its plant to some Southern location, and there add a spinning department.

Messrs. L. W. Brown and Charles C. Vaughn of Winston, N. C., and Albert M. Brown of St. Louis, Mo., have incorporated the Pioneer Manufacturing Co., with capital stock of \$25,000, for textile manufacturing.

The Fayetteville Mill Co. of Fayetteville, Tenn., has been incorporated, with capital stock of \$110,000, for manufactur-

ing cotton goods, by Messrs. H. K. Holman, A. M. McLaughlin, J. H. Rees, J. H. Harms and C. T. Harms.

Rupert C. Aycock of Paducah, Ky., will establish a hosiery knitting mill. He has obtained a building for temporary use, and will install 17 knitting machines to begin with. Later on he will erect his own building. The product will be hosiery, and it will be shipped to Tennessee for dyeing.

The new machinery of the Chinnabee Cotton Mills, referred to last week as contracted for, will consist of 1500 spindles and the necessary preparatory machinery. About \$20,000 will be the cost of the additional equipment. The company has been operating 3500 ring spindles and manufacturing yarns. It is located at Talladega, Ala.

Reports from Harrisonburg, Va., state that the Hohrath & Kellar Silk Mills of South Bethlehem, Pa., contemplates establishing a silk mill in Harrisonburg, and it is planned to organize a stock company with capital of \$10,000. Messrs. Owen B. Brock, James L. Avis, H. B. Miller and others of Harrisonburg are interested in the proposition. A plant of 10 looms will probably be installed.

Messrs. E. A. Smith and A. H. Washburn of Charlotte, N. C., and T. G. Cox of Taunton, Mass., have incorporated the Calvin Manufacturing Co. with a capital stock of \$300,000. They will arrange for the establishment of a textile manufacturing plant, details of which are now under consideration. Mr. Smith is the well-known president of two cotton-mill companies, and Mr. Washburn is Southern agent for some of the best-known New England builders of cotton machinery.

Articles of incorporation have been filed for the Walterboro Cotton Mills of Walterboro, S. C., the capital stock being \$100,000 and the incorporators Messrs. John F. Lucas of Walterboro and Walter Pringle and Julian Mitchell, Jr., of Charleston, S. C. This company takes over the Colleton Cotton Mills property, which Mr. Lucas was reported last week as having purchased at \$53,000. It will organize and put the plant in operation, there being 6250 spindles and 272 looms in position.

The Cotton-Oil Market.

[Special Cor. Manufacturers' Record.]
New York, September 26.

Further liquidation continued almost without cessation through the week, the market contending meanwhile with diffident and waiting buyers, had the effect of carrying prices still lower. There are indications that a basis of prices, and of a more stable character, a reactionary movement, will set in, the conditions from several important standpoints supporting this view. Cotton oil is cheap today when the short cotton crop is considered and in comparison with that of last year, and it is not unlikely that the home and export trades will appreciate this, while taking no further chances of the market going against their interests, with the assumption that cotton oil is good property. Not a few of the large consumers look upon the situation in this way, and that there is room for them to exercise their opinion in this respect without danger of overloading is shown by the fact that at this time a year ago more than double the volume of cotton oil had changed ownerships than has been disposed of so far during the present season. Within the past 48 hours very heavy buying of October oil for export has taken place, which is evidence that European users of the product are looking at the market through the same spectacles as

ourselves. Latest advices from Trieste, Antwerp, Marseilles and Hamburg report good demand for cotton oil, together with free buying.

There are a number of features in connection with the cotton-oil market which crude oil mill men should carefully consider before selling their oil freely. In the first place, more about the cake and meal situation should be known, together with that of competing products of cotton oil abroad, and the bearing they are likely to exercise on the cotton-oil market in the near future. A review of the foreign oil-cake market, confirmed by a late London cable, is to the effect that while trade is inactive, buyers not purchasing beyond their actual requirements, stocks of American decorticated cotton cake are practically exhausted, importers barely able to meet the current demand. It is also worthy of note that olive oil in Europe has been marked up in price, a circumstance which cannot be other than favorable to cotton oil.

The explanation of the decline in cotton oil, as already indicated in previous letters, is due to the excess of sellers over buyers. To the heavy influx of new crop oil came the discovery that there was much more old crop oil held in stock and unsold than was known outside those who actually held it. Now that the first rush of the new crop oil is over with, producers relieved temporarily at least, or until steadiness and normal trading prevails, it is thought improbable that further decline will occur, but in the event of further heavy dumping of oil on the market healthy trading conditions will be correspondingly postponed.

Compounders are busy, due to the undiminished demand, and this applies equally to futures, as compound lard has maintained firmness in price all through the late break in cotton oil, although but little cotton oil was purchased for lard compound purposes. The undertone of the domestic tallow and lard markets is weak, reports from abroad being of a similar character, the declining linseed-oil market in Great Britain adding its quota of weakness to the situation, depressing values of fats and greases, including cotton oil.

At the close today there was some selling pressure from speculative sources, but there is an evident disposition on the part of leading interests here and in the South to support October, which, with restricted offerings, seems feasible.

One of the leading cotton-oil concerns, whose opinion on cotton-oil matters commands respect at all times, has gone on record during the week to the following effect: "It would not surprise us to see a very sudden reaction in cotton oil one of these days."

Sales during the week ranged from 18½ cents crude from the mills, Texas, the lowest price yet touched, to 20¼ cents, the sales at former price being limited, however. Edible oil grades were sold at 28 to 29 cents, and for prime summer yellow the prices ranged from 24¼ to 27¼, October to January sales, total exports amounting to 32,000 barrels. The closing prices were as follows: Crude oil at mills, in tanks, new crop, 19 to 20 cents; prime summer yellow, 25 to 25½ cents; prime summer yellow, forward delivery, 24½ to 28 cents; white, prime winter yellow and butter oil, each 28 to 29 cents.

Hull refined oil is quoted at 16s. 7½d. Memphis quotes prime crude 20½ cents; meal and cake, \$21.50 per ton each.

American cotton cake in Great Britain, owing to scarcity, has advanced to £6 12s. 6d. per ton ex-dock.

Receipts of cotton oil at this market during the week were 6250 barrels.

FOREIGN LETTERS

The MANUFACTURERS' RECORD is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. Some of these letters indicate the disposition of foreigners to buy American goods, and are therefore of interest to our readers.

Trade in India.

Morrison's Mercantile Agency, Wellesley Place, Calcutta, India:

"We are specially interested in everything pertaining to reinforced concrete work, and shall always be glad to have new points regarding it. We are busy at present bringing out a buyers' guide for India, copies of which will be sent you on publication, and we have no doubt that it will be of much use to you in indicating the firms here to be approached by manufacturers in different lines in America. When we have got this off our hands we shall be pleased to give you an article now and then on the prospects of American goods in India. Roughly, the two factors operating against their introduction at present are the demand by American manufacturers for payment in America, while British and Continental houses draw for payment in Calcutta at 30 days' sight, documents against payment, and a complaint by machinery users that American tools are soft and do not wear well. With regard to the first cause, as our agency is prepared to supply reliable status reports to subscribers, and as there is a branch of the American Banking Corporation in Calcutta, there would appear to be no very valid excuse for the refusal to grant our buyers the same payment facilities as are given by the home manufacturers. The second factor is mostly a matter of money, and buyers cannot expect to get machines and tools at half British prices and get the same finish and wear as well. We personally recognize that America argues that with most small machinery improvements are so constantly being made that the machinery has to be scrapped every two or three years to keep up with the times, but it will take some time to knock this into people who are accustomed to make machinery to run a lifetime. It is prejudice, but if the American time-saving and labor-saving devices are persistently brought under the notice of Indian buyers their low price will very soon overcome the prejudice."

Chances in Argentina.

Castello Bros., Buenos Ayres, Argentina:

"At present one of the best enterprises that could meet with success in the Argentine Republic would be the importation of machinery for weaving cotton, for this industry is making good progress now. Another good business would be the exportation from here of quebracho, a remedy for disorders of the respiratory organs, for it is possible to purchase here at very low price lands abounding in this valuable product. If it were possible to introduce into this country a little capital it should be employed in constructing economical railroad lines and an elevated tramway in this city, which is soon to celebrate its attaining a population of a million. Concession for the tramway could be readily obtained, and it could be built in the Boulevard de Circunvalacion."

Machinery for Porto Rico.

The American Industry Agency, Ponce, Porto Rico:

"We enclose a list of goods which have special interest for our agency, wishing to obtain extensive connections with manufacturers on the lines mentioned, which will find here a ready market: Bar iron and steel, bricks of all kinds, building sup-

plies, cars and wagons, car wheels, axle and cement trunks, concrete and cement block machinery, concrete construction, corrugated iron, cotton-gin machinery, drills, dynamos and motors, emery wheels, fire-bricks, lathes, lumber, machinery bargains, mosaic works, paint, paper, pipes, plaster ornaments, pulleys, roofing, rope, saws, tools, wheelbarrows and trucks, white lead, barbed wire, wire goods and zinc."

Export Barrels and Baskets.

A. M. Cristoffanini, No. 18 via Garibaldi, Genoa, Italy:

"I would be under many obligations to you if you would kindly give me the names of the principal makers of brass export baskets, of which I could make large use in Italy. I am informed that various firms in America have for some time been making barrels of flexible wood which are specially adapted for exportation and ensure great saving in freight. Any information about this will be greatly appreciated. Please tell me also the names of the principal exporters of white birch wood and papier mache barrels."

Handkerchiefs in Germany.

Jastro & Goslar, No. 17 Grosse Backerstrasse, Hamburg, Germany:

"We send you samples of handkerchiefs which are purchased here from England in thousands of dozens. We believe that these goods can be bought in America equally as good and as cheap. We beg of you to let us know if you can furnish us the address of a capable factory making this style of goods. We would be gratified if you could get such a factory to send us samples and prices of the identical or similar quality and designs, as we should save time by so doing."

Rubber Horseshoe Pads.

H. J. Reesink & Co., Havenstraat, Zutphen, Holland:

"You will oblige us by asking your friends to send us illustrated catalogues of rubber horseshoe pads, and to quote us your lowest prices and best cash terms, goods packed and crated for export and delivered f. o. b. Atlantic steamer New York or other American seaport."

Developing Colombia.

The River Cauca Navigation Co., Cali, Colombia:

"Our enterprise purposes laboring for the advancement of this country and in the development of its plan it desires to study thoroughly everything relating to industry and manufactures in America. We are at present engaged in mounting some vessels just imported from England."

Sail Cloth for Holland.

L. J. Wijzenbeek, No. 139 Singel, Amsterdam, Holland:

"I am in search of competent manufacturers in your country who make sail cloth and who can export it to Amsterdam upon better terms than does Germany."

Turkish Products.

E. Petrini, Rue St. Georges, Smyrna, Asia Minor:

"Besides leather, I export all Turkish produce. Could you put me in connection with a No. 1 firms dealing in figs, raisins, emery, etc.?"

Plate and Bar Nickel.

D. Lichatsheff, Odessa, Russia:

"I desire to get the addresses of American dealers in plate and bar nickel or their price-lists with best discounts to wholesalers."

During August 9688 tons of high-grade Florida phosphate rock were shipped through Savannah, Ga., for foreign ports.

LUMBER

LUMBER PLANT FOR PONCE.

Suggested Opportunities for the Industry in Porto Rico.

Luis P. Doria, the American industry agency, Ponce, Porto Rico, writes to the MANUFACTURERS' RECORD as follows:

"There is a great chance for the lumber business in this city, the most important place in Porto Rico agriculturally and commercially. Our city is the trading center of the whole Southern department of this island, with about 40 towns and villages, and in this district are situated such important sugar factories as Guanica Central and Aguirre Central, established by American capitalists who have invested about \$4,000,000 or \$5,000,000 in each. For Porto Rico to become a rich emporium it remains only that its coffee production be protected by the Dingley tariff, which will, indeed, be a fact within a short time. The American government is fully convinced of this, and no doubt will establish an import tax on coffees entering the United States from foreign countries.

"The lumber consumption in Porto Rico is about 10,000,000 feet yearly. It will continually increase with the gradual progress of the island. In this city the lumber business is in the hands of two Spanish houses which import the lumber from commission houses of New York. The retail price of yellow-pine lumber is at present from \$35 to \$40 in the rough state and from \$40 to \$60 planed. The charges on lumber are only for discharge, carriage and storage, amounting altogether to \$3 per thousand feet. If this business could be done directly with the mill without any intervention of a commission house the control of this market will be but a question of a short time. In order that a central depot may be established in this city as a basis for a general extension of the business over the whole island, we beg to offer the following described plant:

"Two acres of land, a store of rubble work measuring 384 superficial metres suitable for office and good stores, another of rubble work measuring 544 superficial metres and containing a boiler of 45 horse-power, a horizontal motor of 35 horse-power, a central axle for transmission 32 metres long, and several machines for planing, matching, cutting and preparing all kinds of lumber; a third store in construction measuring 358 superficial metres, with forge and apparatus for blacksmithing; a shed measuring 95 metres by 12½ metres, with roof and sides covered with galvanized iron and suitable for lumber storage; a dwelling-house covered with galvanized iron for the watchman.

"This plant is situated along Avenue 'Hoste,' at the entrance to the city, with electric trolley line for passengers and freight passing in front of it. This trolley line connects with the American railroad of Porto Rico, extending to several towns. It would be easy and inexpensive to construct a short branch from the trolley line into the establishment. It would be very convenient to combine the lumber business with the manufacture of doors, windows, blinds and boxes for fruit exports, especially oranges, a trade which is yearly increasing, and which, it may be safely predicted, will in the near future demand millions of such boxes. We offer this plant upon any of the three following terms:

"That the property be rented for a definite term of years, or

"That it be conducted on a joint stock basis without participation in it, or

"That we conduct the business and purchase all the lumber necessary, shipments to be made to us c. i. f., the amounts to be charged with an annual interest of 5 per cent., payable semi-annually and remit-

tances to be made by us in accordance with our sales of lumber."

A Big Pulp Mill.

Dispatches from Asheville, N. C., give further details regarding the big pulp mill to be built at Canton, N. C., reference to which was made in the MANUFACTURERS' RECORD of September 14. They state in part as follows:

"The pulp mill proper will cover a large number of acres of land along the railroad tracks at Canton, and in addition to these buildings an extract plant is to be constructed. The product of the pulp mill will not be converted into paper at Canton, but will be shipped to the Hamilton (Ohio) mills of the Champion Coated Paper Co., of which Mr. Thompson is president. The raw material, however, will after the Canton plant has been in operation for a time be worked into paper and the finished product disposed of here. The buildings for the pulp mill and the extract plant will cover between 10 and 15 acres. The rough material for these buildings is now being cut from the company's timber land, and will be floated down the Pigeon river to Canton.

"The extract plant will have a capacity of 75,000 barrels of extract per year, while the pulp mill will produce from 400 to 500 tons of wet pulp each day. The annual consumption of the mills in material for the making of the pulp includes 4400 tons of sulphur, 12,000 tons bleaching salt, 5000 tons of lime and 4000 tons of soda ash. The extract plant will consume annually between 50,000 and 60,000 cords of wood in the production of the 75,000 barrels of extract. The plant will also consume 200 tons of coal per day and 500 cords of wood each day. It will employ about 800 workmen, and it is believed will result in building a city of 3000 people at Canton. It is also believed that the Southern Railway Co. will have to double-track between Asheville and Canton on account of the mill. It is stated that the mill will be completed and in operation inside of two years."

Modern Saw-Mill Plant.

Substantial progress in the erection of its proposed saw-mill plant is being made by the A. C. Tuxbury Lumber Co., whose offices are at 56 Broad street, Charleston, S. C. The location of the plant is on the Cooper river, about four miles from Charleston, and by reason of natural and other facilities is regarded as an ideal one. It is easily accessible to the line of the Consolidated Railway, while the tracks of the Atlantic Coast Line Railroad also enter the plant. A boarding-house for use of the operatives is being erected, and will be ready for occupancy within a short time. The mill, 56x150 feet, is being erected of heart timber, which has been treated with a preservative, and will be equipped with a double band saw of 100,000 feet daily capacity. Eight boilers of 150 horse-power each will be used to supply steam to the engines, which will be of the Corliss type, 60 horse-power each. There will be eight dry-kilns of modern construction, to have a capacity sufficient to accommodate the output of the mill. The planing mill will be equipped with improved machinery and operated by a 300-horse-power engine. Facilities for hauling the timber from the woods will consist of a standard-gauge railroad laid with 30-pound rails and hand cars to have handling capacity of 100,000 feet daily. Wharves extending far enough into deep water to enable vessels to load will be constructed on the south side of the river. Officers of the A. C. Tuxbury Lumber Co. are A. C. Tuxbury, president; F. G. Davies, vice-president; Charles Hill, treasurer; J. J. Fleetwood, secretary. The superintendent of the mill is W. T. Cam-

pin, who is in charge of construction, and William J. Ward will be superintendent of the planing mill.

Memphis' Lumber Trade.

Secretary and Treasurer George C. Ehemann of the Lumbermen's Club of Memphis, Tenn., in his report to the club estimates that 30,695 cars of lumber, containing 383,692,000 feet and valued at \$8,690,000, were handled by Memphis dealers in 1904. Of this amount, 72,000,000 feet, valued at \$1,970,000, were manufactured in the city and 174,500,000 feet, with an estimated value of \$3,288,000, were manufactured by Memphis firms in mills outside of the city. The lumber handled through Memphis yards and not included in the amount manufactured aggregated 36,492,000 feet, valued at \$1,251,000. There were 100,700,000 feet of lumber from mills and yards outside of the city which were handled on direct shipments and valued at \$2,370,000, which were also not included in the amount manufactured. The amount of logs received by rail in 1904 aggregated 37,600,000 feet, valued at \$553,000, while those received by river totaled 40,800,000 feet, and were valued at \$378,000. The logs received by stave and hoop mills, handle factories, manufacturers of wagon stock and other industries not actually engaged in the manufacture of lumber were not included in these figures.

Wood-Distillates Plants.

The Southern States Pine Products Co., B. H. Baker, vice-president and general manager, Germania Bank Building, Savannah, Ga., is preparing to erect a plant at Mt. Pleasant, Wayne county, Georgia, for the manufacture of pine products, chief among which will be wood spirits of turpentine. This company is capitalized at \$125,000, and is operating similar plants at Live Oak, Fla., and Lyons, Ga. It has recently acquired 15,000 acres of land in the vicinity of Mt. Pleasant. Mr. Baker is reported as saying that heretofore the available raw material for use of the plants has been principally the refuse slabs from saw-mills, but the pine stumpage of Georgia, of which there are hundreds of thousands of acres, offers an inexhaustible supply of the raw material and would be utilized if adequate machinery for pulling the stumps and grinding them were to be obtained. It is stated that E. C. Hemmer of Savannah, Ga., will also erect a wood-distillates plant near that city during the coming winter.

Yellow-Pine Demand.

Yellow-pine manufacturers in Mississippi, in conformity with the order of the Southern Lumber Manufacturers' Association advancing the price \$1 per thousand feet, have notified all retailers and contractors of the advance. It is stated that the increase in price was not made necessary by the increased cost of production, but that the demand for the product is so active that orders cannot be filled promptly, even when the mills are operating double shifts and working up to their capacity. A number of new lumber manufacturing plants have been established in the State recently, and it is reported that Eastern capitalists contemplate the establishment of woodworking plants in order to finish hardwoods for the market, the principal part of which has heretofore been shipped in the rough.

South to Supply Lumber.

In a dispatch from Menominee, Mich., C. G. Forster of the Forster Lumber Co., referring to the depletion of the timber supply in Wisconsin, Michigan, Minnesota and Iowa and the probability that future supplies will be furnished by the South and West, is quoted as follows:

"The lumber for use in the upper lake region will come from the Pacific coast and the South in the not distant future, and all lumber will be higher in price.

"As the lumber stocks in Wisconsin, Michigan, Minnesota and Iowa on September 1 were 2,000,000,000 feet short in comparison with the stocks on the same date a year ago, it is not difficult to figure out that the Middle West will soon be compelled to turn to new lumber regions for the average supplies."

Probable Furniture Factory.

The Southern Coast Lumber Co., Walter C. Lewis and Alfred Shales of Boston, president and secretary, respectively, contemplates the establishment of a furniture factory in connection with its lumber manufacturing plant which has recently been put in operation just west of the city of Savannah, Ga. Nothing definite has been announced with reference to the project, but as the shipping facilities are so favorable and other advantages inviting it is stated that the officers of the Southern Coast Lumber Co. are seriously considering the feasibility of erecting the plant.

St. Louis' Building Record.

For the fiscal year beginning April 1, 1904, and ending March 31, 1905, building permits to the number of 6530, representing an estimated value of \$16,471,282, were issued in St. Louis, Mo. At the rate indicated by these figures and those for previous years, and by statistics already at hand, the year of 1905-1906 will show an issuance of more than 7000 permits for buildings to cost about \$18,000,000. For the first five months of the present fiscal year 3621 permits have been issued, which represent an estimated value of \$10,500,014.

Wants Handles.

Messrs. Charles Willard & Son of Columbia, Va., want prices on three-foot sledge-hammer handles—heavy ones for 16-pound sledges; also on handles for railroad picks.

Company Wants Lumber.

Mill men are invited to quote prices to the Mutual Machine Co. of Washington, N. C., on three carloads of long length lumber, for which it is in the market.

Lumber Notes.

The saw-mill of C. J. Lassiter at Six Forks, N. C., has been enlarged and a tramway three miles in length, extending to timber lands, has been built.

The Southern Cypress Manufacturers' Association, which was to have had a meeting at New Orleans, La., on October 11, has postponed it until November 22.

The Monroe Sash & Door Co. of Monroe, La., Judge A. A. Ganby, president, has completed the contract with the United States government for blinds and screen doors to be used on the Isthmus of Panama.

Messrs. John C. Pruett, S. O. Wolfe, E. L. and S. T. Wilson, S. A. Watkins, W. M. Little and others have incorporated the Dallas Lumber Co. of Dallas, N. C., with a capital stock of \$5250.

Messrs. Miller & Campbell of Enid, Ark., have purchased the plant of the Interstate Lumber Co. of Beaumont, Texas. It is stated that improvements will be made and general offices maintained at Beaumont.

It is reported that S. W. Bahner, Jr., of Brunswick, Ga., and Apalachicola, Fla., has secured contract to furnish the cross-ties to be used in the construction of a railroad from Apalachicola to River Junction, about 65 miles, which is to be built by Chicago and St. Louis capitalists.

MECHANICAL

Variety Saw Table.

An accompanying illustration shows a variety saw table, pattern A.

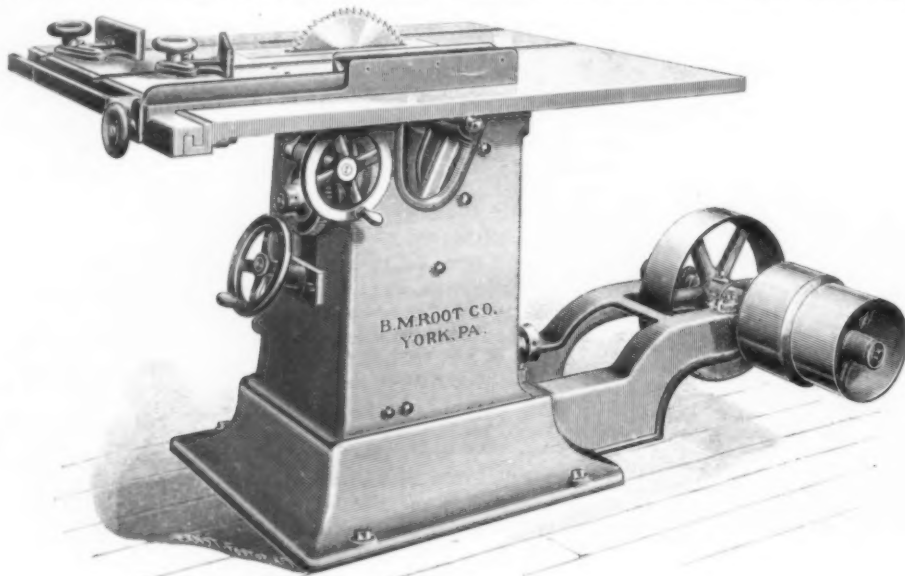
This machine is very rigid and substantial. It has been designed with great care for ripping, cross-cutting, mitering, gaining, rabbeting and beveling. All parts are very accurately fitted and well

A very convenient attachment for boring can be furnished.

No. 1 machine will carry saws up to 14 inches diameter, weighs 850 pounds; speed of countershaft 800 revolutions per minute.

No. 2 machine will carry saws up to 18 inches diameter, weighs 1050 pounds; speed of countershaft 700 revolutions per minute.

This variety saw table is manufactured by the B. M. Root Company of York, Pa.



VARIETY SAW TABLE.

finished. All adjustments are very complete and convenient.

The table is all iron, 36x48 inches, can be tilted from 0 to 45 degrees by the hand-wheel on the right-hand side of column, remaining stationary at any point. It is fitted for ripping, cross-cut and miter gauges.

The gauge for ripping can be used on either side of saw. Two gauges are furnished for cross-cutting, gaining and mitering; can be used on either side of saw, together or separate.

The saw mandrel is made of crucible steel and is adjustable up or down by the hand-wheel in front of the column, remaining stationary at any point. The adjustments are very accurate for gaining or any close work.

The column is adjustable on the base by the screw on the rear end of the column.

Type M Induction Motors.

In placing before buyers a new line of induction motors the Fort Wayne Electric Works calls attention to the rapid development which has taken place within the last few years in the use of alternating-current machinery in nearly all lines of power transformation.

Multiphase alternating-current machinery is no longer an experiment. The extreme flexibility, economy and safety of such a system for power-transmission and factory operation have at once brought alternating-current transmission systems into general favor. Not only have the generators for supplying multiphase currents been produced with great success, but also the motors of different types designed to be used upon such systems have reached a very high degree of perfection.

placed upon the market by the Fort Wayne Electric Works combines all these valuable features, together with low running temperature and low starting current.

In the nomenclature of induction motors the revolving element is designated as the rotor, while the stationary element surrounding the same is called the stator.

The name "induction motor" is applied to this machine for the reason that the

Since the slip is a maximum when the rotor is starting from rest, the number of lines of force cut by the rotor conductors at this time is also a maximum. Thus the starting current taken from the line becomes excessive in motors of large output unless it be limited by an auxiliary resistance in the rotor circuit or by a temporary reduction in the voltage of the supply circuit. With the starting current thus decreased the portion of the latter out of phase with the electromotive force of the supply is decreased. In other words, the power factor is increased, "power factor" being the term applied to the ratio between the actual power and the apparent power of any circuit. Thus it will be seen that the high power factor which the engineers have been able to obtain in this line of motors is of great advantage, since it not only guarantees a low fall in potential on the line and the cool running of both motors and generators, but it also permits a lower first cost of generator capacity installed at the power station.

In the construction of this line of induction motors especial attention has been paid to cool running and long life without in any way sacrificing rigidity and efficiency. The motors combine accurate design followed by careful selection of stock and the best workmanship which it is possible to obtain. These facts guarantee perfect satisfaction to the company installing these motors for use in any branch of power consumption.

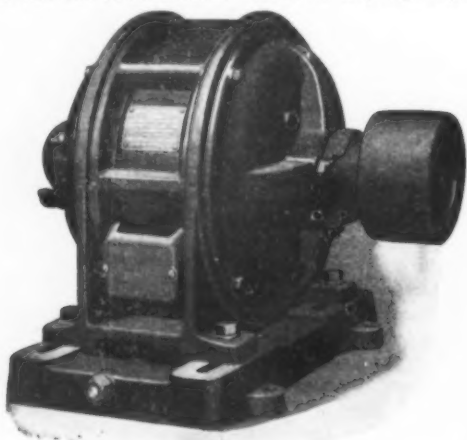
Since the magnetic circuit of an induction motor includes a portion of the iron of the stator, together with the double air gap and a portion of the rotor, the necessity of great care in selection of the iron and the advantage of the small air gap adopted in these motors will be manifest.

Both the stator and rotor are made up of stampings from very thin sheet iron of the best magnetic qualities, slotted to receive the windings. In the stator these laminations are supported by the cast-iron frame of the machine in such a manner as to leave the greatest possible area exposed directly to the air. The laminations of the rotor are clamped in a similar manner and keyed to the shaft. Both rotor and stator are very generously provided with ventilating ducts to insure free

current in the rotor is generated therein by induction from the stator, the rotor having no connection with the line. Thus if no motion took place the machine would resemble a static transformer in its operation.

The stator is wound and connected with the line in such a manner that the current in the different phases, reaching a maximum at different times, induces a magnetic field in the iron of the stator which rotates in synchronism with the alternating-current supply.

Owing to the fact that conductors carrying current will move if possible rather than cut magnetic lines of force the wires or bars of the rotor tend to rotate in



FORT WAYNE TYPE M INDUCTION MOTOR—FORM C.

By this adjustment the belt can always be kept at the proper tension to do satisfactory work and permitting the use of an endless belt, insuring a smooth-running machine. This is a point that will be appreciated by all practical mechanics.

The countershaft is attached to the base of the machine, and can be belted from any direction. The belt from the counter to the saw mandrel is of ample length and width for the heaviest work; this belt should be endless.

The company says the multiphase induction motor is by far the best type of machine that has ever been produced for transforming electric energy into mechanical work for general use in all branches of power consumption. Its success is due to its simplicity of design, flexibility of operation, high efficiency and its wonderful ability to stand abuse, owing to its rugged construction and the absence of wearing and current collecting part.

The line of multiphase induction motors

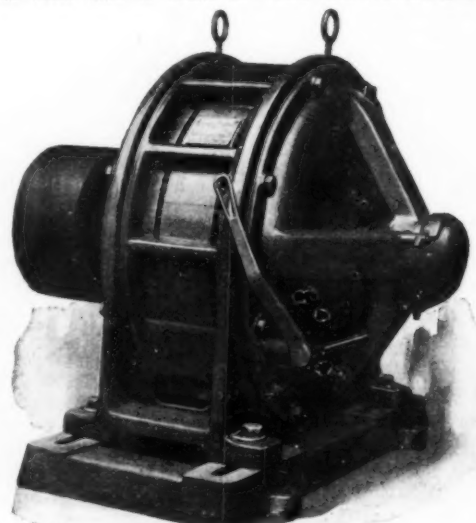
synchronism with the generator. The load on the motor, of course, prevents perfect synchronism to exist, but if the load be not too great the variation from synchronous speed will be of no consequence in practical operation.

The number of revolutions per minute by which the synchronous speed exceeds the speed of the rotor is designated as the slip of the motor, while the ratio of this slip to the no load speed is the per cent. slip.

circulation of air throughout the core and windings.

The coils for the stator are form wound, and after being thoroughly insulated they are placed in the slots formed by the iron stampings when stacked. They are held securely in place by means of insulating wedges. Thus the stator presents an appearance similar to the stationary armature of an alternating-current generator.

The windings of the rotor differ in the various forms in which this motor is sup-



FORT WAYNE TYPE M INDUCTION MOTOR—FORM R.

plied, their construction being described in detail as each form of motor is considered.

In all forms of these motors the bearings are accurately centered in the frame casting, assuring perfect alignment for the rotor when installed.

In motors of 35 horse-power and above it is possible to adjust the bearings by slightly raising the frame casting on either side. This adjustment will be found very

to permit the motor to carry the added load with no appreciable drop in speed.

Type M motors are manufactured in three forms, each form being adapted to a particular line of work, the principle change in the form being made in the design of the rotor.

Full information regarding the three forms had best be obtained from Bulletin No. 1068, issued to describe them in detail. Write the manufacturer of these motors.

ment in this type of filter is at the top, where it can be readily removed without interfering in any way with the supply of pure oil for the oiling system. The maker guarantees that the filter will handle successfully the heaviest grades of oil, such as lard, gas engine and cylinder oil.

In the construction of the unit type of filter heavier iron is used than in the regular type of filter, and the body is riveted to a heavy wrought-iron frame. All seams

tem and disconnect pipe connections in order to clean the filter. If more than one unit is used it is only necessary to shut off the flow of oil to the filter to be cleaned, the other units being able to handle easily the extra amount. When only one filter is installed the cloth around one cylinder can be removed instantly, and if the filtering material also needs to be removed one cylinder is unscrewed and a plug which is furnished for the purpose is screwed into the tube, so as to keep the dirty waste oil from flowing into the filter. The other cylinder continues in operation while the first is being cleaned.

Any type of filtering material can be used in the cylinder, such as white waste, sponges, excelsior, raw wool, etc. The manufacturer recommends the use of animal bone-black, which is in use in all oil refineries for purifying oil. This material can be washed with hot water or gasoline and used many times. Filtering cloths may also be used to purify the oil. As any number of cloths may be wrapped around the filtering cylinders, and in changing them nothing but the cloths need be removed, the cloths can be removed while the filter is in operation without changing or touching any pipe connections.

This type of filter is recommended by makers for use with gas engines of large capacity, as the hot water from the engine cylinders can be used for the purpose of heating the oil. It is also recommended for use in gas or steam turbines, for the reason that an exceptionally large quantity of oil is used on these machines, and the oil, being very thin, will flow rapidly through this type of filter, owing to the effect of the hot-water chamber at the top.

This type of filter has been installed by a large number of prominent manufacturers in the United States. It has been largely adopted for use in the United States navy; also in the Japanese and other navies.

convenient when the sleeve of the bearing has been worn sufficiently to endanger chafing between the rotor and stator. Since the air gap of these induction motors has been made small to ensure high power factor, only a small amount of wear can be allowed upon the bearings of the larger motors. By thus raising the rotor slightly as wear takes place the life of the bearing sleeves is greatly increased.

The form of belt tightener employed in the construction of these motors not only allows their installation upon either floor, wall or ceiling, but also permits the tightening of the belt in any of these locations without changing the position of the base in any way. In order to tighten the belt with this construction it is only necessary to loosen the bolts which clamp the motor to the subbase and slide the former back, employing the subbase as a track. Since the motor is thus rigidly supported except during the belt-tightening operation, there is no chance of its accidental displacement, and all trouble due to a flapping belt or a vertical pull therefrom is avoided.

The two great advantages which the induction motor has over the direct-current type is the absence of the commutator and its wonderful ability to carry overloads for long periods of time.

It will operate equally well upon the floor, wall or ceiling, and in localities where dust and dirt would demand almost constant attention for a direct-current motor; in fact, the induction motor is the only type which can be employed in localities near inflammable material or gases.

Owing to the use of bearings of the standard ring oiling type and the absence of the commutator, the induction motor requires almost no attention and will operate successfully for long periods in positions almost inaccessible.

Two accompanying illustrations show the Fort Wayne machines.

Upon circuits of constant frequency these motors will operate with practically constant speed through wide ranges of load. The slightest increase in slip caused by a greater load coming upon the motor will cause a sufficient increase in current

the Fort Wayne Electric Works, Fort Wayne, Ind.

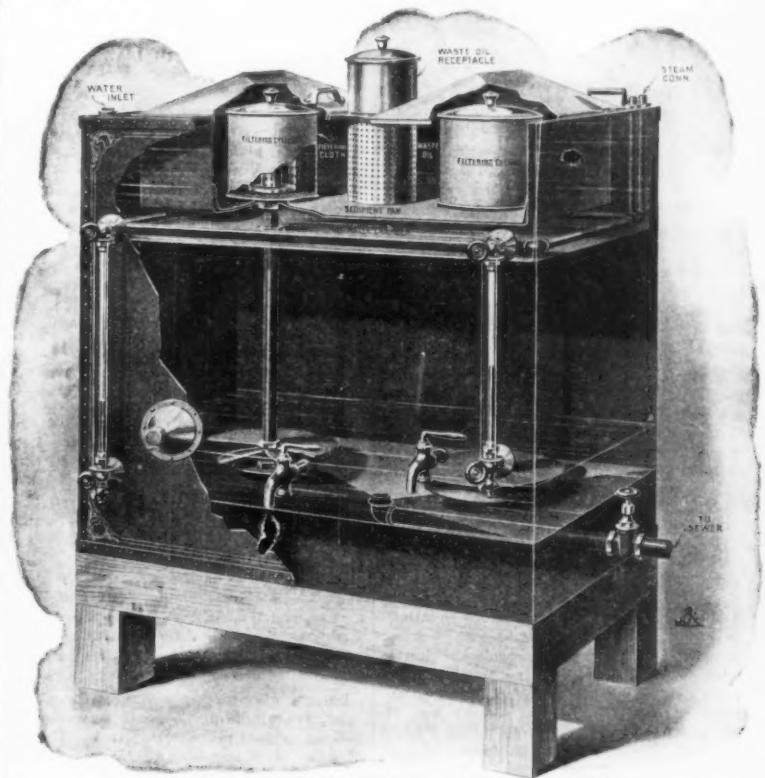
A "Unit Type" Oil Filter.

The Burt Manufacturing Co., Akron, Ohio, has recently introduced a system of filtering oil in which a number of separate units may be connected to filter the oil used in a large plant. Each unit is independent in itself, and new units may be added as the plant grows, thus keeping capacity of the oil-filter system up to the size of the plant.

A sectional view of a single unit is shown in the accompanying illustration. A view of three connected units is also shown. The dirty oil enters the waste-oil receptacle and passes through the small perforations, flowing thence horizontally to the two filtering cylinders, and in passing into these two cylinders the heavy impurities fall by gravity into the sediment pan. They are thus disposed of and do not clog the filtering cloths or filtering material. The filtering cylinders are wrapped with cloths, through which the oil passes before entering the cylinders. The cylinders are filled with a quantity of animal bone-black, through which the oil must flow before entering the two tubes which lead from the cylinders to the bottom of the filter. Two plates are attached to the bottom of the tubes and the oil is spread out in a very thin film by means of these plates. It is thus thoroughly washed by the water in the filter, and any remaining impurities in the oil drop to the bottom of the filter and can be flushed out at any time desired by simply opening the gate-valve, which connects with the sewer.

A hot-water chamber surrounds the upper part of the filter, which contains the filtering mechanism. The water in this chamber is heated by a small steam coil which is fed with live or exhaust steam from any convenient source. The oil is thus heated before filtering and flows more freely, thereby increasing the speed of filtration and the filter capacity. When the dirty oil is heated it spreads out and most of the dirt and grit then falls into the sediment pan. The bulk of the sedi-

are lapped, riveted and soldered. The upper and lower part of the filter cylinders are made of cast iron, nickel-plated on the top. The tubes leading from the filtering cylinders to the bottom of the filter are of wrought iron. The filter is painted dark blue, decorated with gold, and is an ornament to any first-class power plant.



A "UNIT TYPE" OIL FILTER—SECTIONAL VIEW.

The filters are so constructed that they may be used with or without an oiling system. They can, if desired, be installed and operated at first without being connected with an oiling system, and later on, if an oiling system is added to the plant, pipe connections can readily be made to the filter at slight expense.

It is not necessary to shut down a sys-

The Board of Trade and Business Men's Association of Norfolk, Va., has issued a carefully-prepared pamphlet setting forth definite industrial, financial, educational, social and other information about Norfolk, Portsmouth, Berkley and vicinity, which may some day be united in "Greater Norfolk."

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY.

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from 'The MANUFACTURERS' RECORD.'

ADDRESS FULLY.

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECTLY.

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and more satisfactory results than a mere inquiry.

BALTIMORE BUILDING NOTES.

Business Buildings.

Baltimore—Dwellings.—Edward J. Gallagher, 2819 Fairmount avenue, will erect 10 two-story dwellings, 12x38 feet, on Glover near Fayette street, to cost about \$8000.

Baltimore—Dwellings.—Malcolm E. Tyson, 106 East Saratoga street, as agent, has awarded contract to John F. Carter, Park Heights avenue, for the construction of three two-story dwellings 11x36 feet, at 2626, 2628 and 2630 Frederick avenue, to cost about \$3000.

Baltimore—Dwellings.—Max Plitt, 2547 Pennsylvania avenue, has commissioned Jacob F. Gerwig, architect, Hoffman Building, 11 East Lexington street, to prepare plans and specifications for 10 dwellings to be erected at Shingluff and Clifton avenues; two stories, 15x55 feet; cost about \$20,000.

Baltimore—Warehouse.—Alexander Yearley & Son, Builders' Exchange Building, 2 East Lexington street, as agents, will erect warehouse at 109 and 111 South Calvert street; four stories, 33.6x59.1 feet; brick with Kibbe stone trimmings; concrete foundations on piling; cast-iron columns; steel beams; tin roof; galvanized-iron cornices; electric wiring and fixtures; sanitary plumbing; elevator not included in contract. George Bunneke & Sons, 315 St. Paul street; Wm. H. Wells, 211 North Liberty street; John Cowan, 106 West Madison street; M. Luther Wright & Co., 324 West Biddle street, and Henry S. Rippel, 7 Clay street, are estimating on the construction; estimates to be in September 28; J. Appleton Wilson, architect, 303 Courtland street.

Baltimore—Business Building.—Joseph Friedenwald, president Crown Cork & Seal Co., Guilford and Oliver streets, has purchased two lots at 325 and 327 North Calvert street and it is reported will erect business building on site.

Baltimore—Dwellings.—Charles B. Burdette, 1812 West Lexington street, has com-

missioned George Clothier, Jr., architect, Lobe Building, 15 South Gay street, to prepare plans and specifications for 16 dwellings to be erected on 27th street west of Maryland avenue; three stories, 15x55 feet; brick with marble trimmings; electric wiring and fixtures; sanitary plumbing; heating systems; cost about \$50,000.

Baltimore—Dwellings.—Charles Stoner, 1927 West Lombard street, will erect 13 two-story dwellings 14x51 feet on Mosher, near Payson street, to cost \$17,000.

Baltimore—Dwellings.—Theodore and H. Webster Cooke, 914 North Charles street, will erect nine dwellings on Webster street, near Fort avenue; two stories, 13x50 feet; cost \$12,500.

Baltimore—Dwellings.—John F. Carter, builder, North avenue, between 8th and 9th streets, has purchased lot on Heyward avenue near Park avenue, and will erect about 30 cottages on the site.

Baltimore—Custom-house.—Henry Smith & Sons Company, 116 South Regester street, have been awarded contract for the construction of interior finish of United States custom-house at their bid of \$25,610.

Baltimore—Dwellings.—August Weber, 1701 St. Paul street, has awarded contract to Frank Novak, 800 North Duncan street, for the construction of 31 dwellings on Port street and Ashland avenue, to cost about \$25,000.

Baltimore—Dwellings.—John G. Brady, Mosher street and Malster avenue, will erect 14 two-story dwellings on Milton avenue near North avenue, to cost \$15,000; Henry J. Tinley, architect, Hoffman Building, 11 East Lexington street.

Baltimore—Dwellings.—Thomas Deford, vice-president Deford Company, Calvert and Lombard streets, has awarded contract to John Hiltz & Son, 3 Clay street, for alterations and additions to dwelling at 913 North Charles street; cost \$5000; W. H. Hodges, architect, 301 North Charles street.

Baltimore—Store Building.—George Clothier, Jr., architect, Lobe Building, 15 South Gay street, has prepared plans and specifications for a store building to be erected at 32 South Calvert street; two stories; brick with stone trimmings; steel beams; electric wiring and fixtures; sanitary plumbing; heating system. D. W. & G. H. Thomas, Vickers Building, German near South street; George A. Blake, 118 East Lexington street, and J. H. Walsh & Bro., 321 Clay street, are estimating on the work; bids to be in September 29.

Baltimore—Store Building.—Goldsmith Bros., 2127 Linden avenue, have awarded contract to Joseph Schamberger, 2122 East Baltimore street, for the construction of store building at 26 East Baltimore street; three stories, 20x116 feet; brick with limestone trimmings; steel beams; slag roof; copper cornice; prismatic glass; vault lights; fire shutters; sanitary plumbing; electric work and heating system not in contract; Louis Levi, architect, American Building, Baltimore and South streets.

Baltimore—Restaurant.—The trustees of the Jacob Hecht estate will erect restaurant and bowling alleys at southeast corner of Eutaw and Franklin streets; three stories, brick with stone trimmings; steel beams; skylights; electric wiring and fixtures; sanitary plumbing; heating system. Thomas L. Jones & Son, 410 West Saratoga street; J. & S. H. Lamb, 253 West Preston street; James Worthington, 120 North Calhoun street; J. A. Sheridan Company, 321 North Holliday street; Joseph Schamberger, 2122 East Baltimore street; H. C. Shelley, 224 Druid Hill avenue, and Wm. H. Wells, 211 North Liberty street, are estimating on the work; bids to be in October 2; Louis Levi, American Building, Baltimore and South streets, architect.

Baltimore—Store Building.—George Clothier, Lobe Building, 15 South Gay street, is making revised plans for store building for Mrs. H. R. Rosenthal, 921 West Baltimore street, to be erected at 921 West Baltimore street; two stories, 22x120 feet. Charles B. Burdette, 1812 West Lexington street, has the contract for erection.

Baltimore—Assembly Hall.—The Crescent Democratic Club, 317 North Poca street, has awarded contract to Charles F. Miller & Son, 634 Vine street, for the construction of assembly hall; one story, 25x48 feet.

Baltimore—Apartment-house.—Frank Brown, southwest corner of Charles and Read streets, has awarded contract to B. F. Bennett, 123 South Howard street, for alter-

ations and addition to building at 900 North Charles street, converting it into an apartment-house; addition to be two stories, 24x30 feet; cost about \$5000.

Baltimore—Apartment-house.—Further details have been obtained concerning apartment-house to be erected at Linden avenue and Whitelock street for Solomon C. Hollander, 202 West Baltimore street; three stories with basement, 40x100 feet; brick with terra-cotta and galvanized-iron trimmings; slag roof; electrical work, plumbing, mantels and heating system not included in contract. Morrow Bros., 212 Clay street; John Hiltz & Son, 3 Clay street; C. L. Stockhausen, Gay and Water streets; T. L. Jones & Son, 410 West Saratoga street; Brady & Watters, 552 St. Paul street, and B. W. & E. Minor, 20 Clay street, are estimating on the work; bids to be in October 9; W. L. Minor, architect, 20 East Franklin street.

Baltimore—Dwellings.—Joseph H. Pentz, 630 West Saratoga street, has commissioned Jacob F. Gerwig, architect, Hoffman Building, 11 East Lexington street, to prepare plans and specifications for 65 dwellings to be erected at 25th street and Guilford avenue.

Baltimore—Park Entrance.—The municipal Board of Awards, City Hall, has awarded contract to the Steel Concrete Construction Co., 400 St. Paul street, for the construction of concrete fence and ornamental iron gate at the Fulton-avenue entrance of Druid Hill Park, after plans and specifications by Wyatt & Nolting, architects, Builders' Exchange Building, 2 East Lexington street; cost \$9170.

Baltimore—Dwellings.—David M. Newbold, equitable Building, Calvert and Fayette streets, has purchased tract of land at Montford avenue and McElderry street, and will erect a number of two-story dwellings on the site.

Manufacturing Buildings and Other Enterprises.

Baltimore—Garage.—M. Gillet Gill of Martin Gillet & Co., 201 East Lombard street, has purchased lot at northeast corner of Mt. Royal and Maryland avenues and will erect large garage on the site; two stories, 150x160 feet; reinforced concrete construction. Simonson & Pietsch, architects, American Building, Baltimore and South streets, have submitted tentative sketches for the building. The building will be occupied by the Motor Car Co., recently reported in these columns as having been incorporated.

Baltimore—Garage.—James S. Calwell, 215 St. Paul street, has awarded contract to P. J. Cushen & Co., Cathedral and Franklin streets, for the construction of garage at corner of Lovegrove and Adams alleys; one story, 37x50 feet; brick with slag roof; W. H. Shaw, architect, Hoffman Building, 11 East Lexington street.

Baltimore—Real Estate.—The Finance Building Co. has been incorporated, with an authorized capital stock of \$5000, to deal in real estate, by John Pleasants, 213 Courtland street; Frederick A. Wright, John H. Trimble, 301 St. Paul street, and Harry E. Karr, 301 St. Paul street, all of Baltimore, Md., and A. Joseph Kinsbury of Philadelphia, Pa.

Baltimore—Enameling Plant.—The Baltimore Enamel & Novelty Co., foot of Allen street, L. P., has awarded contract to Frederick Decker & Son, 1209 East Biddle street, for extensive alterations to be made to its plant.

Baltimore—Mercantile Company.—The M. E. Phelps Company has been incorporated, with an authorized capital stock of \$10,000, to conduct a manufacturing, trading and general mercantile business, by Melvin E. Phelps, Laurel, Md.; Alexander Anderson, Moses Kaufman, 1008 East Baltimore street; Emanuel E. Dougherty, 1925 North Pulaski street, and Jacob Rosenthal, all of Baltimore, Md.

Baltimore—Abattoir.—Further details have been obtained concerning abattoir to be erected by Greenwald Bros., 2202 Fairmount avenue, at Claremont, near Baltimore, after plans and specifications by the Starr Engineering Co., 258 Broadway, New York. Plans provide for curing and shipping department four stories, 52x82 feet; cold storage three stories, 90x36 feet; power-house one story, 42x48 feet; killing-house three stories, 41x40 feet; tankhouse three stories, 50x67 feet; hog and beef passageways, three large cattle pens and one hog pen. Buildings are to be of brick with granite trimmings; concrete foundations and floors; slag roof; metal frames and sashes; fire doors; mill construc-

tion. Henry S. Rippel, 7 Clay street; Richmond H. Ford & Co., Equitable Building, Calvert and Fayette streets, and J. Henry Miller, 110 Dover street, are estimating on the construction. Estimates to be in September 30.

Baltimore—Commission Brokers.—The Cook & Harmon Company has been incorporated with an authorized capital stock of \$15,000 to conduct a commission business by Emory C. Cook, 130 West Pratt street; Eleazer Harmon, 130 West Pratt street; Charles J. Bronner, Benjamin L. Bronner, Joseph W. Bronner, Louis F. Bronner and R. K. Hendley.

Baltimore—Solder Factory.—Samuel Johansen & Co., 737 East Pratt street, have purchased three-story building 50x100 feet at 208 and 210 President street and will make extensive alterations to the building to suit their requirements.

Baltimore—Clothing Factory.—Henry Sonneborn & Co., clothing manufacturers, 8-12 South Eutaw street, have awarded contract to the George A. Fuller Co., American Building, Baltimore and South streets, for the construction of factory building at Paca, Pratt and King streets; nine stories, 172.6x157.4 feet; brick with granite base; steel-frame construction fireproofed with concrete and terra-cotta; slag roof; reinforced concrete work; fire-escape; steel rolling doors; skylights; galvanized-iron cornices; revolving doors; metal frames and sashes; interior marble; sanitary plumbing; elevators, electric wiring, sprinkler system, heating and lighting fixtures not included in contract; cost about \$500,000; Simonson & Pietsch, architects, American Building, Baltimore and South streets, Baltimore, Md.; Francis Bros. & Jellett, mechanical engineers, 245 North Broad street, Philadelphia, Pa. This building previously mentioned.

Baltimore—Badge and Button Factory.—The National Badge & Button Co., 216 East Baltimore street, has been incorporated, with an authorized capital stock of \$5000, to manufacture badges, buttons and badge supplies, by J. J. Funk, G. J. Hauptman, George M. Feitner, Joseph H. Alford and John G. Schlipp.

Baltimore—Tin Shop.—C. C. Kraus, 1337 West Lombard street, has awarded contract to F. Zion & Co., 1207 East Madison street, for the construction of tin shop at 1337 West Lombard street; two stories, 25x35 feet; brick with stone trimmings; slag roof; cost about \$3000; Jacob F. Gerwig, architect, Hoffman Building, 11 East Lexington street.

Baltimore—Shop.—The Daily Record Company, St. Paul near Pleasant streets, has awarded contract to B. W. & E. Minor, 20 Clay street, for the construction of shop at 308 Courtland street; two stories, 25x35 feet.

Baltimore—Railroad Repair Shops and Roundhouses.—The Baltimore & Ohio Railroad Co. has awarded contracts to Edward Brady & Son, 1113 Cathedral street, for the construction of a number of repair shops and roundhouses at its repair plant at Riverside after plans and specifications by J. E. Greiner, chief engineer, Mt. Royal Station, Baltimore, Md. Plans provide for two roundhouses, 96.7x526 feet; engine and boilerhouse, 40x100 feet; blacksmith shop, 60x100 feet; machine shop, 100x100 feet; carpenter shop, 30x100 feet; office and storage-house, 30x100 feet; oilhouse, 30x50 feet; coal chutes, 40x150 feet; sandhouse, 25x75 feet; coal tipple, 25x537 feet. Buildings are all to be constructed of brick and steel with slag roofs; reinforced concrete work; electric wiring and fixtures; steam-heating system; steel doors; cost about \$500,000. These buildings previously mentioned.

Baltimore—Grain Dryer.—The Baltimore & Ohio Railroad Co. has awarded contract to Edward Brady & Son, 1113 Cathedral street, for the construction of grain dryer 28.10x46.10 feet at elevator "C," Locust Point, to cost \$7000. The plans were prepared by J. E. Greiner, chief engineer, Mt. Royal Station.

Baltimore—Furniture Factory.—M. Pines & Co., 113 North Gay street, manufacturers of furniture, have awarded contract to John A. Sheridan Company, 321 North Holliday street, for the construction of factory building at Front and Low streets; four stories, 85x110 feet; brick with stone trimmings; steel beams; slag roof; electric wiring and fixtures; sanitary plumbing; heating system; cost about \$35,000; Henry J. Tinley, architect, Hoffman Building, 11 East Lexington street. This building previously mentioned.

Subbids Wanted.

Mention of contractors wanting subbids on construction work and material will be found, when published, in the "Machinery Wanted" column on another page under the heading of "Building Equipment and Supplies."

ALABAMA.

Athens—Carriage Factory.—J. A. Brown is erecting a two-story building, which will be equipped as carriage factory.

Birmingham—Steel Plant, etc.—It is reported that the Sloss-Sheffield Steel & Iron Co. will begin in the near future the construction of its proposed steel plant, which has been contemplated several years. Estimates on a plant of the character proposed are said to have been completed; to cost about \$1,275,000. When this plant is built the company will also erect two more iron furnaces to cost \$700,000; J. C. Mahen, president, offices at Birmingham; New York offices at 28 Nassau street.

Birmingham—Cottonseed-oil Mill and Fertilizer Factory.—Continental Oil Fertilizer Co. has incorporated, with \$15,000 capital stock, and privilege of increasing to \$100,000, to operate cottonseed-oil mill and fertilizer factory. T. G. Tinsley is president; F. H. Vernon, secretary-treasurer.

Courtland—Electric-light Plant.—Lawson, Sykes & Co. contemplate installing electric-light plant of about 500 to 1000 lights to be operated in connection with cotton gin, connecting power.*

Florence—Candy Factory.—G. Constance and George Geikie have secured building and are installing machinery for the manufacture of candies.

Florence—Corn-handling Plant.—The Corn Exchange is erecting building 40x130 feet, to be equipped as corn-handling plant, having a capacity of 75 bushels of meal and one ton of feed per hour; capital stock \$15,000. A company was reported last week as being organized with J. M. Pierson, president; H. F. Alexander, vice-president; John T. Ashcroft, secretary, and John W. Fry, treasurer, for the establishment of this plant.

Gadsden—Lumber, Sash, Door and Blind Factory.—The Southern Manufacturing Co. has begun improvements at its plant which will double the capacity. A building 72x80 feet will be erected which will be equipped with the most approved machinery for finishing lumber. Additions will also be made to the sash, door and blind factory.

Isbell—Corn Mill, Saw-mill and Cotton Gin. J. Gaiser is arranging for the erection of a corn mill. Later it is proposed to build a saw-mill and a two-stand 60-saw gin.*

Seale—Bottling Works.—R. K. Chadwick is reported as installing machinery for bottling works.

Sheffield—Stove Foundry.—The King Stove & Range Co. has been organized with \$100,000 capital stock to manufacture stoves, ranges, etc. Geo. E. King is president; Wm. H. Martin, vice-president, treasurer and manager, and W. E. Newill, secretary.

Talladega—Cotton Mill.—The Chinnabee Cotton Mills will add 1500 spindles and preparatory machinery, contract for which has been awarded.

Tuscaloosa—Coal-mining Developments.—W. H. Skaggs of Birmingham, Ala.; Wm. Penn Nixon of Chicago, Ill., and other capitalists of the latter city propose undertaking extensive coal-mining developments near Tuscaloosa. They have under control about 4,000 acres of land on the Warrior river, a few miles above Tuscaloosa, and the Mobile & Ohio Railway is considering the construction of an extension into the property. The lands lie at the head of slack-water navigation, and it is planned not only to supply the local demands of manufacturers, but also to furnish coal for export.

ARKANSAS.

Big Fork—Slate Quarrying, etc.—Lone Star Slate & Mining Co. has been organized with A. M. McElwee of Fort Worth, Texas, president; Clark Rutherford of Fort Worth, Texas, vice-president; E. A. Brennan of Mena, Ark., secretary, and George R. Hopkins of Little Rock, Ark., treasurer; capital stock \$240,000. The company owns 160 acres of land containing slate deposits, and arrangements will be made for quarrying and the erection of a \$20,000 mill.

Blytheville—Drug Company.—Blytheville Drug Co. has been incorporated with \$5000 capital stock by T. J. Mahan, W. W. Hollister and others.

Gravette—Limekilns.—The Ozark White Lime Co., it is reported, has purchased 100 acres additional of limestone land, and will erect two more kilns, doubling the present capacity. A. W. Morris is manager.

Newcastle—Telephone System.—Incorporated: The Newcastle Telephone Co., with J. L. McDougal, president, and W. J. Dillon, secretary, to construct telephone system from Newcastle to Forrest City, Ark.

Ola—Ice, Cold-storage and Electric-light Plant.—W. W. Infield and V. Infield will operate ice, cold-storage and electric-light plant; ice plant to have a daily capacity of two tons and electrical plant to light a town of 800 population. A one-story building 44x36 feet will be erected. About \$1500 will be invested.*

Osceola—Water-works.—The town is considering the issuance of \$25,000 of bonds for the construction of water-works, and W. J. Driver, L. A. Morris and C. H. Gaylord, Sr., have been appointed a committee to investigate.

Paris—Coal Company.—D. M. McGraw, John E. Bryan, J. W. Johnson and associates have incorporated the Domestic Coal Co., with \$25,000 capital stock, to deal in coal.

Paris—Coal Company.—Incorporated: Spot Cash Coal Co., with \$10,000 capital stock, by G. A. Vines, John W. Moore, T. Leon Brown and associates, to deal in coal.

Rector—Lumber Company.—The Charles F. Smith Lumber Co. has been incorporated by W. C. Cochran, Charles F. Smith, D. W. Smith and others.

Rector—Handle Factory.—The Hickory Handle Co. has incorporated, with \$4000 capital stock, to manufacture all kinds of wooden handles; incorporators, C. T. Gwinn, W. C. Cochran and A. J. Smith.

Rector—Cooperage, etc.—W. C. Cochran, Sr., W. C. Cochran, Jr., A. J. Sides and Charles F. Sides have incorporated the Rector Hoop & Lumber Co., with \$8000 capital stock, to deal in cooperage stock, etc.

DISTRICT OF COLUMBIA.

Washington—Bridge Construction.—Penn Bridge Co., Beaver Falls, Pa., is the lowest bidder at \$97,367 for building proposed concrete-steel bridge across the head of the Washington channel of the Potomac river. The structure to be 162 feet long between abutments, 202 feet over all and 64 feet wide between face of spandrel walls, and will consist of three spans of 50 feet each.

FLORIDA.

Jacksonville—Paint Factory.—The Dozier & Gay Paint Co. has begun the erection of paint factory previously reported, and the Jacksonville Development Co. has the contract for the construction. Building to be of corrugated iron, 40x107 feet. This company was mentioned in these columns last June as incorporated with \$60,000 capital stock to operate paint factory.

Lake City—Sewerage System.—City has completed arrangements for the construction of proposed sanitary sewer system, and bids for the work will be received until October 20; W. W. Lyon, C. E., Palatka, Fla.; J. C. Sheffield, chairman bond trustees.*

Ocala—Farming Lands.—Incorporated: Marion Farms, with \$75,000 capital stock, to engage in farming, stock-raising and nursery business. R. H. Paul of Watertown, Fla., is president; J. W. Ward, Jr., of Floral City, Fla., vice-president, and S. A. Rawls of Ocala, secretary-treasurer.

Waldo—Cigar Factory.—John P. Entenza and associates are organizing company with \$25,000 capital stock for the establishment of a cigar factory.

GEORGIA.

Americus—Laundry, etc.—Will C. Carter has had plans prepared by Geo. C. Thompson, Dublin, Ga., for a two-story brick building, 106x40 feet, which will be equipped as steam laundry and for public baths. About \$20,000 will be invested. This item was referred to last week.

Canton—Mercantile.—The Jones Mercantile Co. has been incorporated with \$125,000 capital stock by R. T. Jones, P. W. Jones, J. E. Johnston and associates.

Columbus—Showcase Factory.—It is reported that the Columbus Showcase Co. will erect factory building for increasing present capacity.

Cordele—Ice Plant.—The Atlantic Compress Co. states it is not interested in the establishment of ice plant at Cordele as reported last week.

Cross Keys (P. O. Macon)—Distillery, Ice Plant, etc.—It is reported that Ben L. Jones and Ed. Waxelbaum have purchased site on which to erect distillery and ice plant; also that the establishment of fertilizer factory is being considered.

Decatur—Public Improvements.—Reports state that a movement is on foot to secure

water-works, sewers, improved streets and sidewalks, and Howell C. Erwin has been elected chairman of improvement committee.

Gough—Cottonseed-oil Mill.—The Planters' Supply Co., Ltd., will arrange for the erection of cottonseed-oil mill about January 1; capital stock \$25,000. An eight 70-saw cotton-gin outfit will also be installed.*

Gough—Canning Factory, etc.—Gough Land & Improvement Co., reported incorporated last week with \$50,000 capital stock, has completed organization with A. M. Torblitt, president; W. I. Phillips, secretary, and L. D. Hill, treasurer, and will engage in the development of Gough City. It is proposed to establish canning factory for fruits and vegetables.*

Lagrange—Gas Plant.—The city is considering the letting of franchise to outside parties for the construction of gas plant. Address Mayor Edmondson.

Macon—Silk Mill.—It is stated that the Chamber of Commerce is in correspondence with George F. Forbes of Paterson, N. J., relative to the establishment of a silk mill in Macon.

Mt. Pleasant—Wood By-products Plant.—The Southern States Pine Products Co., B. H. Baker, vice-president and general manager, has acquired 15,000 acres of land and will establish plant for making wood spirits of turpentine by a steam process. This is the third plant to be erected and operated by the company; office in the Germania Bank Building, Savannah, Ga.

Perry—Kaolin Mining.—Reports state that Ohio parties have purchased from Mrs. Hamilton Yancey of Rome, Ga., the right to mine kaolin on her property near Perry.

Port Alexander (not a postoffice).—Alex. Legler, Baxley, Ga., is arranging for the development of 63,000 acres of hardwood and agricultural lands and the establishment of townsite at Port Alexander.

Rome—Fertilizer Factory.—The North Georgia Fertilizer Co. is being organized by R. M. Jamison of Talladega, Ala., and associates to erect and operate fertilizer factory.

Rome—Fertilizer Factory and Cottonseed-oil Mill.—Rome Oil & Fertilizer Co., reported incorporated last week with \$25,000 capital stock, is erecting building 80x150 feet, which will be equipped as fertilizer factory; next spring it is proposed to erect cottonseed-oil mill.

Savannah—Furniture Factory.—Walter C. Lewis and Alfred Shales of Boston, Mass., president and secretary of the Southern Coast Lumber Co., operating saw-mill near Savannah, contemplates the establishment of furniture factory to be run in connection with mill.

Savannah—Wood By-products.—E. C. Hemmer is reported as completing arrangements for the erection of plant to manufacture wood spirits of turpentine.

Tallahassee—Electric-light Plant.—City will vote October 16 on the issuance of \$10,000 of bonds for the construction of electric-light plant; George W. Sheppard, mayor.

KENTUCKY.

Barboursville—Coal-mining.—It is reported that John G. Matthews, president First National Bank, is arranging for the development of coal properties in Knox county, and will install a \$30,000 mining plant to have a daily output of 500 tons.

Cloverport—Stove Works.—The Cloverport Foundry & Machine Co., it is reported, is erecting addition which will be equipped for the manufacture of stoves. A table saw, power-bolt machine and a dynamo will be included in the equipment.

Louisville—Machine Shop.—The Cain-Martin Machine Co. has been incorporated with \$3000 capital stock by G. E. Cain, W. R. Martin and Richard Schuman.

LOUISIANA.

Elba—Saw-mill.—Edward E. Gordon has completed the installation of saw-mill; capacity 20,000 feet of cypress, ash, oak and other hardwood lumber.

Gueydan—Cotton Gin.—Henry L. Gueydan and associates contemplate the erection of a 4000 cotton gin.

Lake Charles—Fruit and Produce Company. The Loyd Fruit & Produce Co. has been incorporated with \$25,000 capital stock. C. B. Loyd is president; Sid Musey, vice-president, and R. A. Welby, secretary-treasurer.

Opelousas—Oil and Mineral Lands.—The Pelican Oil & Mineral Co., Ltd., reported incorporated last week with \$50,000 capital stock, owns 50 acres of land contiguous to the Jennings (Mamou), La., oil field, and will arrange to operate for oil, sulphur, salt and other mineral or mineral substances.*

MARYLAND.

Cumberland—Gas-plant Improvements.—The Western Gas Construction Co. is in charge of all improvements previously reported as being made to the plant of the Cumberland Gaslight Co. All machinery has been purchased.

Hagerstown—Automobile Factory.—The Crawford Automobile Co. contemplates increasing capital stock from \$50,000 to \$100,000. Work on the erection of proposed three-story addition 56x100 feet will begin at once.

Laurel—Mercantile.—Incorporated: The M. E. Phelps Company, with \$10,000 capital stock, by Melvin E. Phelps and associates.

Manchester—Acetylene-gas Plant.—G. Howard Stirling of Baltimore, Md., has organized the Manchester Lighting & Heating Co. with \$25,000 capital stock to establish an acetylene-gas plant. Drs. J. H. Sherman, J. H. Preston, J. F. B. Weaver, L. Trump and Messrs. A. H. Geiselman, Arch Buchanan, C. J. H. Ganter, George A. Crouse and J. H. Cunningham of Carroll county are also interested.

Midland—Electric-light Plant.—It is reported that the town is considering the installation of electric lights, and a committee has been appointed to confer with J. S. Brydon, superintendent Consolidation Coal Co., relative to furnishing same.

Whitehall—Land and Quarry Company.—The Maryland Investment Co. has been incorporated with \$150,000 capital stock by William H. Green, Winfield S. McComas, Edgar F. Dobson, James M. Seitz and William C. Korb, to deal in land, operate quarries, etc.

MISSISSIPPI.

Belzona—Construction Company.—J. S. Sims and others have incorporated the Belzona Construction Co., with \$10,000 capital stock.

Biloxi—Ice and Cold-storage Plant.—Biloxi Artesian Ice Co. will increase capital stock from \$30,000 to \$60,000 and erect building for increasing present capacity (mentioned last week).*

Collins—Ice Plant.—A company is being organized to establish plant for the manufacture of ice, and A. A. Capps can give information.

Meridian—Wagon Factory.—The Meridian Eight-Wheel Wagon Co. is being organized by Fant Bros. of Newton, Miss., and associates with \$50,000 capital stock for the manufacture of eight-wheel log and lumber wagons. It is also stated that a wagon repair shop will be established.

Monticello—Mercantile.—Givens-McGuffie Company has been incorporated, with \$10,000 capital stock, by A. D. McGuffie and others.

Senatobia.—Incorporated: Sam C. Stevens Company, with \$10,000 capital stock, by C. M. Stevens and others.

MISSOURI.

Dexter—Ice Plant.—J. E. Armstrong and associates are reported as to organize company to build an ice plant.

Joplin—Mining Company.—J. E. Robinson, J. Wallace Johnson and J. B. Morsman have incorporated the Georgiana Mining Co., with \$32,000 capital stock.

Joplin—Mining.—The Maud L. Mining Co. has been incorporated with \$75,000 capital stock by T. J. Ringolsky, M. E. Kelly and K. F. Ringolsky of Kansas City, Mo.

Joplin—Mining.—Incorporated: Cumberland Mining Co., with \$50,000 capital stock, by T. J. Ringolsky, M. E. Kelly and K. F. Ringolsky, all of Kansas City, Mo.

Joplin—Mining Company.—T. J. Ringolsky, M. E. Kelly and K. F. Ringolsky, all of Kansas City, Mo., have incorporated the Ada B. Mining Co. with \$50,000 capital stock.

Joplin—Mining.—The Red Top Orongo Mining Co. has been incorporated with \$75,000 capital stock by T. J. Ringolsky, M. E. Kelly and K. F. Ringolsky, all of Kansas City, Mo.

Kansas City—Ice Plant.—It is reported that the Central Ice Co. will make improvements to plant, increasing the daily capacity from 150 to 650 tons.

Kansas City—Steel Bridge.—It is reported that the Chicago, Rock Island & Pacific Railroad is having surveys made by H. M. Stone, assistant engineer, Fairbury, Neb., for building a steel bridge across the Kaw river; to have two spans with a central pier, each span to be 310 feet in length resting on two stone abutments; cost \$120,000. W. L. Darling, Chicago, Ill., is chief engineer.

Kansas City—Refrigerating and Cold-storage Plant.—Work on the construction of refrigerating and cold-storage plant to be built

by the Merchants' Refrigerating Co. and Eastern capitalists will shortly begin; building to be six stories, of brick, 190x115 feet, and have a capacity of 3,000,000 cubic feet of refrigeration. An underground pipe line will be laid for furnishing refrigeration to various plants, for which a 30-year franchise has been secured.

Keytesville—Drainage.—Chariton county has issued \$80,000 of bonds for the construction of drainage district No. 4, by which the Chariton river will be straightened and reduced in length from 30 to 23 miles, redeeming 25,000 acres of bottom lands that are overflowed frequently. Address County Clerk.

Springfield—Lumber Company.—Faulkner Lumber Co. has been incorporated, with \$30,000 capital stock, by N. C. Faulkner, H. D. Faulkner and W. A. Price.

St. Louis—Pure-food Factory.—J. M. Dunham has completed plans and let contract for four-story building to be erected by the Layton Pure Food Co. in East St. Louis at a cost of \$55,000; building to be heated by steam and equipped with fast-speed electric elevators.

St. Louis—Public Improvements.—City contemplates issuing \$10,000,000 of bonds for public improvements, including the construction of streets, sewers and bridges, etc. Address Mayor Wells.

St. Joseph—Ice-plant Improvements.—The Blue Valley Creamery Co. has increased capital stock from \$12,500 to \$200,000, and it is reported will make extensive improvements to plant.

St. Louis—Drug Factory.—E. W. Rose Medicine Co. has been incorporated with \$5000 capital stock by Samuel H. McClure, Frank A. Linneman, Warren Goddard and associates to manufacture and deal in drugs.

St. Louis—Belt Manufacturing.—St. Louis Belt Manufacturing Co. has been incorporated, with \$6000 capital stock, by Jacob Wallenstein, Emil Laun and Harry Zeigler, to manufacture belts, buckles and trimmings.

St. Louis—Incorporated: Monarch Waist Co., with \$10,000 capital stock, by Lester H. Well, Benson R. Robbins, David H. Levi and others, to manufacture and deal in ladies' wearing apparel.

St. Louis—Gas Mains.—Reports state that a franchise has been granted the General Service & Development Co. to extend gas mains to all parts of St. Louis county, and arrangements will be made by the company to build to Manchester and other towns. Paul D. Cable is president.

St. Louis—Distillery.—Three Bond Distilling Co. has been incorporated, with \$10,000 capital stock, to operate distillery; incorporators, P. B. Fouke, Chas. A. Parker and Albert M. Abearn.

St. Louis—Smelting, Refining and Manufacturing.—E. S. Smelting, Refining & Manufacturing Co. has been incorporated, with \$100,000 capital stock, by Charles A. Niel, Albert C. Trebus and Charles Leman.

Webb City—Mining Company.—F. E. Drury, T. C. Jones, F. R. Beckwith and others have incorporated the Temagami Mining Co., with \$24,000 capital stock.

NORTH CAROLINA.

Asheville—Cotton Mill.—The Elk Mountain Cotton Mill Co. will increase its capital stock from \$150,000 to \$200,000 and add a bleachery to its mill of 84 looms.

Brevard—Water-power-Electrical Plant.—J. W. Chapman of Laurenceville, Ga., and associates have options on two water-powers about two miles from Brevard, and will decide within the next 60 days which one to develop. It is proposed to develop 100 horsepower and erect electric plant for transmission by electricity to Brevard, furnishing the city with lights.

Canton—Paper-pulp Mill.—Dispatches report further details regarding the paper-pulp mill recently announced as to be built by Peter G. Thompson of Hamilton, Ohio. They state that the buildings for pulp mill and extract plant will cover about 10 acres of land, the first-named to have a daily capacity of from 400 to 500 tons of wet pulp and the latter an annual capacity of 75,000 barrels of extract. The pulp is to be shipped to the Champion Coated Paper Co. of Hamilton, Ohio, of which Mr. Thompson is president, for manufacture into finished paper for the market.

Charlotte—Saratoga-chip Factory.—It is reported that F. H. White and J. N. Swann will establish plant for the manufacture of Saratoga chips.

Charlotte—Rock-quarrying.—C. M. Scott and J. W. Haas have opened a rock quarry on land recently purchased and are installing the most improved machinery, including a Champion crusher No. 4, elevator and screen, to be operated by electricity, a 50-

horse-power motor being used; daily capacity from 100 to 300 yards, which will later be tripled.

Concord—Repair Shop.—Long & Walker have established a repair shop and will also engage in plumbing and steamfitting; Post-office Box 221.*

Concord—Buggy Factory.—A stock company has been organized with J. W. Cates, president, and H. B. Wilkinson, secretary-treasurer, to manufacture buggies. Work on the construction of plant will begin at once.

Dallas—Lumber Company.—John C. Pruett, S. O. Wolfe, E. L. Wilson, S. T. Wilson, S. A. Watkins, W. M. Little, M. A. Carpenter and associates have incorporated the Dallas Lumber Co. with \$5250 capital stock.

Fayetteville—Electric-light Plant Improvements.—City is arranging for making extensions and improvements to electric-light plant (previously reported), and bids will be received until October 10; H. R. Horne, chairman public works commission.*

Fayetteville—Cotton Mill.—Incorporated: The Flora Cotton Mill Co., with capital stock of \$400,000, to build a cotton mill, by Henry W. Lily, W. D. McNeill and J. K. S. Ray.

Fayetteville—Cotton Mill.—The Flora Cotton Mill Co. has been incorporated, with capital stock of \$400,000, and organized with H. W. Lily, president; J. K. S. Ray, treasurer, and W. D. McNeill, general manager. It has purchased and will build a cotton mill to be operated by electricity to be obtained from the Cape Fear Electric Co., which is now operating a water-power-electrical development. William Coleman of Whitmire, S. C., will be a large investor in the Flora company. The Manufacturers' Record of October 13, 1904, stated that Mr. Coleman had decided to build a mill of 25,000 spindles and 800 28-inch looms at Fayetteville for the manufacture of print cloths, and the Flora corporation is chartered to complete that enterprise as planned.

Gastonia—Cotton-mill Machinery.—The Gastonia Roller Covering Co. has been organized to repair and handle cotton-mill rollers. Machinery has been purchased.

High Point—Commission Company.—L. M. McNeely, J. L. Regan and J. J. Lamb have incorporated the McNeely Company with an authorized capital stock of \$10,000.

High Point—Machine Works.—Hurdiss Burns and George F. Wilson have organized the Southern Machine Works. Contract for the erection of building has been let.

Marion—Water-works.—Guild & Co., Chattanooga, Tenn., have contract for the construction of proposed water-works.

Monroe—Cotton Mill.—The Monroe Cotton Mills is reported as to build a 40x200-foot addition and to add new machinery.

Raleigh—Concrete-block Factory.—The Capital City Concrete Co., recently organized for the manufacture of concrete blocks, has let contract for the necessary machinery. Chas. W. Barrett is manager.

Roanoke Rapids—Water-power-Electrical Development, Cotton Mills, etc.—The Roanoke Rapids Power Co., now operating a water-power-electrical plant that furnishes 5000 horse-power to local industries, has decided to further develop its property to the fullest extent. It contemplates constructing a concrete dam entirely across the Roanoke river and building a power-house to transmit the power by electricity at a cost of about \$400,000. Engineers are now at work on the plans and estimates. The company is also organizing a company to build a cotton-spinning mill of 50,000 spindles, the capital stock to be \$500,000, and has about closed a contract for the establishment of a large paper and pulp mill. These new enterprises will use the power supplied by the Roanoke Rapids Power Co. H. C. Cooper is general manager.

Rocky Mount—Railroad Repair Shops.—It is reported that the Atlantic Coast Line Railroad will expend about \$300,000 in improvements to shop and yards. E. B. Pleasants, Wilmington, N. C., is chief engineer.

Salisbury—Granite Quarries.—The Dunn Mountain Granite Co. has been incorporated, with \$20,000 capital stock, by J. C. McCannless, W. F. Salder, L. H. Clement and P. H. Thompson. The company will operate granite quarries on the William T. Buckley estate, which has been purchased.

Sanford—Drug Company.—Chartered: The Crabtree Drug Co., with an authorized capital of \$5000, by A. Crabtree, W. W. Reir and associates.

Spencer—Sewerage System and Street Paving.—City is having surveys made for the construction of proposed sewerage system and street paving, and bids for the work will be

received until September 30. Address The Mayor.

Spencer—Water-works.—Francis R. Weller and John B. Gordon have begun preliminary surveys for the \$50,000 water-works plant to be built. Spencer Water-Works Co. reported incorporated last week.

Statesville—Cotton Mill.—A company will be organized with capital stock of \$100,000 to build a cotton factory of 5000 spindles. J. C. Smith of Newton, N. C., will furnish \$60,000 of the proposed capital. N. B. Mills and others of Statesville will be interested.

Walnut Cove—Brick Works.—It is reported that R. W. Hedgecock of Winston-Salem, N. C., has purchased site on which to establish brick works.

Wilson—Carriage Factory.—It is reported that Hackney Bros. will increase the capacity of carriage factory. This company was reported recently as increasing capital stock from \$60,000 to \$100,000.

Winston—Textile Manufacturing.—Incorporated: The Pioneer Manufacturing Co., with capital stock of \$25,000, for textile manufacturing, by L. W. Brown and Charles C. Vaughn of Winston and Albert M. Brown of St. Louis, Mo.

SOUTH CAROLINA.

Arkwright—Asbestos Deposits.—Reports state that G. C. Page of Landrum, S. C., and L. G. P. Carruth of Spartanburg, S. C., have discovered asbestos deposits on property which they own near Arkwright, and will probably develop same.

Bamberg—Grist Mill and Cotton Gin.—Farmers' Milling & Ginning Co. has been incorporated, with \$4000 capital stock, by C. B. Free, J. A. Spann and E. L. Price.

Charleston—Lumber Plant.—The A. C. Tuxbury Lumber Co., reported incorporated last May with \$300,000 capital stock for the development of 50,000 acres of timber land in the vicinity of Charleston, erecting band-saw mills, dry-kilns, planing mill, lumber sheds, docks, etc., has begun the work of construction. The double band-saw mill will be built of heart timber that has been treated with spiritine, a wood preservative, and will be 55x160 feet, equipped with the most modern machinery operated by a 60-horse-power Corliss engine and equipped for a daily capacity of 100,000 feet; eight boilers of 150 horsepower each will be required to furnish steam for operating. Eight dry-kilns, planing mill run by a 300-horse-power engine and wharves are also being constructed. Machinery has been purchased.

Clinton—Telephone System.—The Clinton Telephone Co. has been organized with \$25,000 capital stock by L. S. Welling, N. L. Harrel, W. M. Haynsworth and W. D. Coggeshall.

Conway—Ice Plant.—The Burroughs & Collins Company, it is reported, contemplates establishing ice plant.

Dillon—Ice and Cold-storage Plant.—L. C. Bradley, E. R. Hanler, C. T. O'Ferrell, Jr., and others have organized the Dillon Ice & Cold Storage Co. to build and operate ice and cold-storage plant.

Lancaster—Publishing.—The Lancaster Publishing Co. has been organized with R. E. Wylie, president; W. C. Cauthen, secretary-treasurer; Charles T. Connors, editor, and J. M. Riddle, Jr., business manager, for the publication of a semiweekly newspaper, absorbing the three local papers; capital stock \$10,000.

Newberry—Ice Plant.—It is reported that S. B. Jones contemplates organizing company for the establishment of ice plant.

Rock Hill—Ice Plant.—S. C. Campbell will erect building 42x30 feet and 16 feet high, which will be equipped for a capacity of 15 tons of distilled-water ice and operate as the Rock Hill Ice Co.*

Spartanburg—Cotton Mill.—Beaumont Manufacturing Co. has engaged J. E. Shirrine of Greenville, S. C., as engineer in charge of erecting the additional mill reported last week, and construction work will begin at once. This mill will be equipped with 4000 spindles for making carpet warps, twines, wicking, etc., but will have a capacity of 5184 spindles; power plant will also be installed at first. Capital stock will be increased from \$210,000 to \$260,000.

Spartanburg—Cotton Mill.—It is stated that a company will be organized with capital stock of \$200,000 to build a cotton-rop and twine mill by John B. Cleveland of Spartanburg, Peter H. Corr of Taunton, Mass., and the Hoffman-Corr Manufacturing Co. of Philadelphia, Pa. This enterprise was mentioned in August as proposed.

Spartanburg—Marble Works.—It is reported that the McNeill Marble Co. of Gainesville, Ga., has secured building in which to locate marble works.

Walterboro—Cotton Mill.—Incorporated: The Walterboro Cotton Mills, with capital stock of \$100,000, by John F. Lucas of Walterboro, Walter Pringle and Julian Mitchell, Jr., of Charleston, S. C. This company will take over the Colleton Cotton Mills and continue the operation of the property; equipment, 6252 spindles and 252 looms.

TENNESSEE.

Chattanooga—Box Factory.—The Acme Box Co. has increased capital stock from \$10,000 to \$25,000.

Chattanooga—Construction Company.—Chartered: The Beecher & Brown Construction Co., with \$100,000 capital stock, by H. E. Beecher, B. A. Brown, C. D. Brown and Francis Martin.

Chattanooga—Tool Factory.—C. S. and F. S. Stoker of Saginaw, Mich., it is reported, are investigating site for the location of plant to manufacture heavy lumbering and logging tools.

Chattanooga—Water-power-Electrical Plant. The Chattanooga-Tennessee River Power Co. has effected permanent organization with the election of C. E. James of Chattanooga, president; J. C. Guild of Chattanooga, chief engineer, and John Bogart of 16 Exchange Place, New York, consulting engineer. As stated last week, the company has completed its arrangements with the government for developing the power of the Tennessee river at "the suck" below Chattanooga, and will transmit the power to Chattanooga by electricity. About 50,000 horse-power is to be transmitted a distance of 12 miles. Various other details regarding the proposition and the plans and specifications for construction work and machinery were recently noted in this department.

Chattanooga—Couch and Lounge Factory.—H. A. Northington of Knoxville, Tenn., has begun the installation of machinery at plant which he is establishing for the manufacture of couches and lounges.

Elizabethton—Water-power-Electrical Plant. The Elizabethton Electric Light & Power Co. is developing the water-power of the Doe river and building electric plant for transmission of power by electricity to Elizabethton and vicinity.

Fayetteville—Flour Mill.—The Fayetteville Flouring Mill Co., recently organized with \$11,000 capital stock, has secured site on which to erect mill with a daily capacity of 125 barrels.

Fayetteville—Cotton Mill.—Incorporated: The Fayetteville Mill Co., with capital stock of \$110,000, for manufacturing cotton goods; incorporators, H. K. Holman, A. M. McLaughlin, J. H. Rees, J. H. Harms and C. T. Harms.

Knoxville—Gas and Electric-light Plant.—It is reported that the Consolidated Railway & Light Co. of Philadelphia, Pa., contemplates applying for franchise to construct and operate gas and electric-light plant; C. E. Lent, vice-president.

Lawrenceburg—Water-works and Electric-light Plant.—Town will vote October 23 on the issuance of \$25,000 of bonds for the installation of water-works and electric-light plant. Address Town Clerk.

Memphis—Street Paving.—The Nashville Roofing & Paving Co., 85 Arcade, Nashville, Tenn., and not the Southern Bitulithic Co. as reported last week, has the contract for \$50,000 worth of asphalt and granite-block street paving.

Memphis—Brewery, etc.—Memphis Brewing & Malting Co. has been incorporated, with \$200,000 capital stock, by George E. Schneider, Felix T. Pope, D. A. Fisher, A. J. Olson, M. H. Martin and associates, to operate brewery, etc. As soon as site is secured work on the construction of buildings will begin, to include a five-story fireproof brick structure for the brewery, which will be equipped with the most modern electrical machinery, an ice and cold-storage plant. About \$150,000 will be expended. Mr. Schneider will be superintendent and general manager.

Memphis—Grain Elevator.—Fred Friedline, Chicago, Ill., has contract for the erection of grain elevator of concrete and iron to cost \$15,000 for the Patton-Hartfield Company. This company was previously reported to build elevator with a capacity of 50,000 bushels.

Mt. Pleasant—Corn-shelling Mill, etc.—The Webster-Locks Milling Co. is completing arrangements for the erection of corn-shelling mill and warehouse; building to be 30x35 feet, with a capacity for 1000 barrels of corn and six carloads of flour. Machinery will be installed for shucking and shelling corn with a capacity of 150 bushels an hour; a feed mill and baling machine will also be included.

porated the Hammon Gin Co. with \$4000 capital stock to operate a cotton gin.

Oklahoma City—Furnace Works.—The United States Furnace Co. of Oklahoma City and Chicago, Ill., has been incorporated, with \$500,000 capital stock, by A. J. McMahon, L. V. McRae of Oklahoma City, James Murphy, Guy S. White and W. A. Rogers of Chicago, Illinois.

Oklahoma City.—Incorporated: The Holmes Commerce Co., with \$50,000 capital stock, by Davis S. Holmes, Maude G. Holmes, William Campbell and Renfrew D. Rhoades.

Oklahoma City.—Development Company.—C. R. Wilson, C. B. Wingert of Oklahoma City and J. P. W. Renker of New York, N. Y., have incorporated the Southwestern Development Co. with \$125,000 capital stock.

Oklahoma City.—Oil and Mining Company, Incorporated: The Pioneer Oil & Mining Co., with \$250,000 capital stock, by Charles J. Carman, James H. Smith of Charley, O. T.; Stephen Brown of Rush Springs, I. T.; Herman C. Whipperman and Richard O. Whipperman of Grand Rapids, Wis.

Shawnee—Copper Mines.—Incorporated: The Shawnee Copper Mining Co., with \$1,000,000 capital stock, by J. S. Ware, A. M. Coffin, Charles A. Miles, Frank E. Fagerquist of Shawnee and James H. Kyner of Hladensburg, Md., to mine copper.

Woodward—Electric Light Plant.—B. W. Key is reported as to build an electric-light plant.

BURNED.

Ashworth, Texas.—W. O. Dowdle's cotton gin.

Baltimore, Md.—Swindell Bros.' grinding and pot departments at glass works, Bayard and Ridgely streets; loss about \$7000.

Bronson, Texas.—Kirby Lumber Co.'s plant; loss \$100,000.

Crawford, Texas.—Lee Hickerson's cotton gin.

Fredericksburg, Va.—Hotel owned by H. A. Carner.

Hillsboro, Texas.—The Hill County Poorhouse buildings; loss \$20,000. Address The Superintendent.

Honea Path, S. C.—Melvin J. Ashley's grist mill.

Houston, Texas.—A fire which visited Houston destroyed an entire block in which were located the following dwellings: W. F. Cleveland, loss \$10,000; Mrs. S. Packard, loss \$13,000; W. H. Taylor, loss \$10,000; Dr. J. H. Sampson, loss \$9000; Ike Gersten, loss \$9000; A. Abrahams, loss \$18,000.

Humble, Texas.—Humble Electric Light & Power Co.'s plant; loss \$12,000.

Johnson City, Tenn.—Biddle & Ellsworth's flour mill; loss \$25,000.

Johnson City, Tenn.—H. P. Wyman's lumber mill; loss \$16,000.

Lynchburg, Va.—G. Bruning Tobacco Extract Co.'s plant; loss \$25,000.

New Madrid, Mo.—New Madrid county courthouse. Address County Judge.

Oklahoma City, O. T.—South Side Sash & Door Co.'s plant; loss \$6000.

Rogers, Ark.—Rogers Building Supply Co.'s planing mill; loss \$7000.

Sherwood Station (P. O. Rider), Md.—H. A. Parr's stable and carriage-house; loss \$12,000.

Talbotton, Ga.—W. H. Brannon's cotton gin; loss \$3000.

Toomey (P. O. Jacksonville) La.—Toomey Lumber Co.'s saw and planing mill; loss \$10,000.

Woodbury, Ga.—J. A. Aycock's planing mill.

BUILDING NOTES.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

Aberdeen, Miss.—Church.—The Methodist Episcopal Church will erect a brick edifice. E. D. Coleman is chairman building committee.*

Albertville, Ala.—Store Building.—J. P. Emmett will erect fireproof building 50x125 feet, with an ell 45x50 feet, equipped with steam-heating plant, acetylene or electric lights, elevator, etc., and costing \$5000. Neither architect nor contractor have been engaged.*

Annapolis, Md.—Administration Building.—The Noel Construction Co., Baltimore, Md., is lowest bidder at \$59,000 for the erection of proposed administration building.

Anniston, Ala.—Warehouse.—The Ledbetter Produce Co. is erecting a two-story ware-

house, 50x50 feet. It is stated that bottling equipment will be installed.

Athens, Ga.—Music Hall, etc.—A two-story building will shortly be erected at the Lucy Cobb Institute to be used as a music hall. The erection of a dormitory is also being considered. Mrs. Lipscomb is principal.

Atlanta, Ga.—College Building.—Atlanta College of Physicians and Surgeons is arranging for the erection of \$75,000 college building. Address Dr. W. S. Elkin, dean.

Atlanta, Ga.—Depot.—The Louisville & Nashville Railroad Co. is contemplating the erection of a freighthouse, but the building of a passenger station in connection as mentioned last week is not being considered. W. H. Courtney, Louisville, Ky., is chief engineer.

Augusta, Ga.—Depot.—A. K. Rowland has contract to erect proposed \$15,000 depot for the Augusta & Aiken Railway Co.

Basic City, Va.—Postoffice Building.—Larner & Smith, Staunton, Va., have contract to erect two-story building, 25x35 feet, to be built of Palmer building blocks and equipped as post-office.

Bay City, Texas.—Depot.—Irving J. Shapley of Houston, Texas, has contract to erect passenger and freight station for the St. Louis, Brownsville & Mexico Railroad; passenger station to be of pressed brick and cut stone and cost \$12,000.

Beaumont, Texas.—Church.—Geo. O'B. Millard, chairman building committee, will receive bids until October 2 for the erection and completion of a church for the Methodist congregation. Certified check for \$500, payable to the chairman, must accompany bid. Plans and specifications may be obtained at the office of S. Blover & Son, architects, Room 329, Mason Building, Houston, Texas, or by applying to George O'B. Millard, chairman. Usual rights reserved. (These bids were previously mentioned to be opened September 20.)

Birmingham, Ala.—Theater.—B. M. Allen will erect \$35,000 theater, which will be leased to the Interstate Amusement Co.

Birmingham, Ala.—Office Building.—The Alabama Office Building Co. has been organized by Otto Marx, J. H. Barr and L. E. Brown to erect 15-story office building previously reported.

Boonville, Mo.—Courthouse.—Cooper county will vote September 30 on the issuance of \$100,000 of bonds for the erection of courthouse. Address County Judge.

Boydton, Va.—Town Hall.—Cogbill-Goode Lumber & Manufacturing Co. has contract for building town hall, previously mentioned; building to be two stories, of brick, fireproof construction, equipped with hard-coal furnace for hot air heating, and cost about \$7000. Wm. C. West, 1103 East Main street, Richmond, Va., prepared the plans.

Brookland, Texas.—Store Building and Warehouse.—Sabine Mercantile Co., reported organized last week, will erect a two-story store building 40x80 feet and a one-story warehouse 32x60 feet.

Bryan, Texas.—College Buildings.—Board of directors of the Texas Woman's College have adopted plans by Steele & Fountain, Houston, Texas, for proposed buildings.

Carthage, Tenn.—Bank Building.—The First National Bank is arranging for the erection of building.

Carthage, Tenn.—Hotel and Bank Building. T. P. Bridges, C. N. Davis, H. M. Hale, John A. Fite and associates have organized a stock company with \$10,000 capital for the erection of a modern brick hotel and bank building.

Charlotte, N. C.—Car Barn.—The Charlotte Electric Railway, Light & Power Co. is having plans prepared by Hook & Rogers for the erection of car barn 65x125 feet, having four tracks accommodating 20 cars.

Chattanooga, Tenn.—Building.—J. H. Abercrombie has secured permit for the erection of two-story brick building to cost \$6000.

Chattanooga, Tenn.—Building.—Blanton & Son have contract to erect two-story brick building for William Whiteside; cost \$7000.

Columbia, S. C.—Cotton Warehouses.—Wilson & Windel have prepared 29 sets of plans for warehouses to be built in the smaller communities of the State by the South Carolina Cotton-Growers' Association; buildings to be standard slow-burning construction, with brick fire walls, wooden floors, composition roof, equipped with sprinkler system, tank and tower, well and pump and outside hydrants; capacity 1000 bales.

Chillicothe, Mo.—Courthouse.—Livingston county will vote, it is reported, on the issuance of \$100,000 of bonds for the erection of a courthouse. Address County Judge.

Colbert, I. T.—Bank Building.—The First National Bank, G. A. Ramsey, president, is arranging for the erection of bank building.

Columbia, Mo.—Courthouse.—Boone county will vote on the issuance of bonds for the erection of proposed courthouse. Address County Judge.

Comer, Ga.—School Building.—Town has voted affirmatively the proposed \$8000 bond issue for the erection of school building. Address Town Clerk.

Dallas, Texas.—Church.—Trinity Methodist Episcopal Church, Hubert D. Knickerbocker, pastor, contemplates making improvements to edifice at a cost of \$10,000.

Dallas, Texas.—Dwelling.—Leroy Munger has secured permit for the erection of a \$7000 residence.

Dallas, Texas.—Building.—H. L. Edwards has purchased site on which to erect a two-story brick building.

Dyer, Tenn.—Hotel.—Church Buck has let contract to McKnight & Son, Humboldt, Tenn., for the erection of a three-story hotel building with galvanized shingle roof, replacing structure burned.

Eagle Rock, Va.—Bank Building.—The Eagle Rock Bank, it is reported, will erect tank building.

El Paso, Texas.—Business Block.—J. W. Eckman is completing arrangements for the erection of proposed two-story business block to cost \$12,000.

El Paso, Texas.—Business Block.—Paul P. Hammett will erect a brick business block at a cost of \$6300.

Enid, O. T.—Courthouse.—J. F. Danely, county clerk of Garfield county, Enid, will receive bids until October 10 for the erection and completion of courthouse. Certified check or surety company bond for \$5000 must accompany bid. Plans, etc., at office of county clerk and at office of A. A. Crowell, architect. C. G. Epley, chairman board of county commissioners.

Ensley, Ala.—Cottages.—Gordon DuBose, president First National Bank, has purchased site on which to erect 24 cottages.

Ensley, Ala.—Business Building.—J. M. Perkins, representing Birmingham (Ala.) parties, has purchased site, 175x150 feet, on which a business building will be erected.

Farmersville, Texas.—Depot.—It is reported that the Missouri, Kansas & Texas Railway has begun the erection of proposed \$9000 passenger and freight depot. S. B. Fisher, St. Louis, Mo., is chief engineer.

Fayetteville, W. Va.—Jail Building.—The Van Dorn Iron Works Co., Cleveland, Ohio, has contract to erect proposed jail building; to be of stone, 43x60 feet, with 36 cells, 18 to be of burglar-proof steel; cost \$12,000.

Forest, Miss.—Courthouse Improvements.—Scott county will expend about \$4500 in improving courthouse, for which bonds have been issued. Address County Judge.

Fort McIntosh, Texas.—Lavatories.—Sealed proposals, marked "Proposals for Lavatories at Fort McIntosh, Texas," and addressed to Quartermaster, Fort McIntosh, Texas, or to Robert R. Stevens, C. Q. M., Department of Texas, San Antonio, Texas, will be received until October 19 for the construction of three brick lavatories for barracks, including installation of plumbing, heating, etc., at Fort McIntosh according to plans and specifications to be seen at office, San Antonio, Texas, and office of the quartermaster, Fort McIntosh. United States reserves usual rights.

Fort Worth, Texas.—Apartment-houses.—Ropke & Hammon have secured permit for the erection of \$5000 apartment-house. W. W. Sloan will erect an apartment-house at a cost of \$50,000.

Franklin, Tenn.—Church.—The Presbyterian congregation will rebuild edifice recently burned; structure to be of brick with slate roof, stained-glass windows, hot-air furnace, acetylene-gas plant, and cost \$16,000. Architect has not been engaged; W. J. McMillan, pastor.

Fredericksburg, Va.—Hotel.—It is reported that H. A. Carner will rebuild hotel reported burned.

Gadsden, Ala.—Library Building.—W. T. Christopher is lowest bidder at \$2555 and has been awarded contract for the erection of Carnegie Library Building, previously reported.

Gadsden, Ala.—Auditorium and Sunday-school Room.—Plans and specifications have been completed for Sunday-school room and auditorium to be built by the First Baptist Church at a cost of \$4500. Address The Pastor.

Gadsden, Ala.—Dwellings.—A. D. Simpson is preparing plans for a two-story residence to be erected by C. F. Cross.

Gadsden, Ala.—Stable.—Sullivan & Bramlett have purchased site, 100x255 feet, on which to erect a livery stable.

Galveston, Texas.—Building.—It is reported

that about \$12,000 will be expended in improvements to the Scottish Rite Cathedral. E. C. Pitkin is president of the board of directors.

Galveston, Texas.—Store Building.—S. P. Mistrot contemplates erecting five-story store building.

Galveston, Texas.—Warehouse and Storage Tanks.—The Southwestern Oil Co. has made application for permit to erect warehouse and three storage tanks.

Gough, Ga.—Store Building.—The Planters' Supply Co., Ltd., reported incorporated last week with \$10,000 capital stock, is having plans prepared by Patrick Brown for the erection of building 20x50 feet.

Greenville, S. C.—Stable.—N. R. Wilson & Son have contract to erect three-story brick stable 80x106 feet for Tanner & Wood; cost \$9000.

Henderson, Tenn.—Hotel.—Reports state that John McDonald will remodel brick building as hotel.

Houston, Texas.—Hospital.—Charles E. Page is completing plans for charity hospital to be erected at a cost of \$40,000.

Jacksonville, Fla.—Church.—Plans and specifications for the Immaculate Conception Catholic Church are on file at the rooms of M. H. Hubbard, architect, Windsor Hotel, and can be had for estimates. Usual rights reserved.

Jeilco, Tenn.—Store Building.—The Smith Dry Goods Co., recently incorporated with \$40,000 capital stock, is having plans prepared by L. C. Waters, Pickle & Turner Building, Knoxville, Tenn., for the erection of a two-story building 100x120 feet.

Johnston, S. C.—Warehouse.—The Farmers' Warehouse & Storage Co., reported incorporated last week, will erect a cotton warehouse, one story, 60x150 feet, of standard slow-burning construction. A sprinkler system will probably be installed. Architect has not been selected, but Wilson & Wendel, architects, Columbia, S. C., will probably be awarded the contract. About \$3500 will also be expended in rebuilding the property of the Johnston Warehouse Co., recently reported burned.*

Jonesville, La.—School Building.—Giles R. Hanks of Utility, La., has been awarded contract for the erection of proposed high-school building.

Kansas City, Mo.—School Building.—J. O. Lee has contract at \$7185 for the erection of brick addition to the Irving School.

Kansas City, Mo.—Dwelling.—W. E. Woods has secured permit for the erection of \$10,000 stone residence.

Kansas City, Mo.—R. A. Long has secured permit for the erection of 14-story office building 90x115 feet, to be constructed of brick, stone and steel, at a cost of \$700,000. Howe, Hoyt & Cutler prepared the plans.

Kansas City, Mo.—Flats Building.—H. F. McElroy has secured permit for the erection of proposed \$6000 flats building.

Kingston, I. T.—Bank Building.—The First National Bank has let contract for the erection of building, previously mentioned; to be one story, 25x50 feet, with a plate-glass front and cost \$5000.

Knoxville, Tenn.—Store Building.—The H. T. Hackney Company has secured permit for the erection of \$10,000 store building.

Lake Charles, La.—Building.—A. Levy is arranging for the erection of building to have white enamel brick and plate-glass front.

Lampasas, Texas.—Buildings.—James Waggoner has contract to erect three one-story stone buildings for W. T. Campbell after plans by Charles A. Logan.

Laurinburg, N. C.—Hospital.—Bids will be received until October 20 for building to be erected by the Laurinburg Hospital Co., for which Henry E. Bonitz was reported last week as preparing plans; structure to be of brick and stone, ordinary construction, equipped with electric lights, and cost \$10,000.

Lexington, Ky.—Union Station.—The Lexington Union Station Co., reported incorporated last month with \$155,000 capital stock to construct and maintain a union station, has secured site on which to erect proposed building. It is estimated that about \$200,000 will be expended.

Lexington, Ky.—Bank Building.—The Third National Bank and the Central Bank will consolidate and operate as the Consolidated Bank & Trust Co., erecting a modern bank building.

Louisville, Ky.—Warehouse.—E. H. Bower & Co. have had plans prepared by D. X. Murphy & Bro., 5th and Market streets, for a three-story warehouse 100x75 feet, of brick and steel construction, with asphalt roof and equipped with electric lights; cost \$12,000.

Louisville, Ky.—Clubhouse.—Pilcher & Tra-

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chau, East 28th street, New York, N. Y., have prepared plans for the Woman's Club for the reconstruction of building on Fourth avenue as clubhouse; cost \$6700.

Louisville, Ky.—Hotel Improvements.—Reports state that a 10-story addition will be built to the Seelback Hotel.

Louisville, Ky.—College Building.—Bids will be opened October 16 for the erection of building for Presbyterian Theological Seminary after plans by Kenneth McDonald and W. J. Dodd; building to be of ordinary construction, equipped with steam-heating plant (low pressure), and cost \$75,000.

Lufkin, Texas.—Sanitarium.—Plans and specifications are being prepared by McCarthy, Starnes & Co. for proposed 175-room sanitarium; building to be of reinforced concrete steel, fireproof, equipped with fan system of ventilating, electric-lighting and heating plant, refrigerating plant, electric elevators, annunciators, speaking tubes, telephone system, laundry, etc. The walls and floor to be of marble with solid glass floor and wall lining for surgical and operating compartments.

Macon, Ga.—Dwelling.—P. D. Willingham will erect addition to residence at a cost of \$4000.

Macon, Ga.—Store Building.—E. T. Napier has secured permit for the erection of two brick store buildings to cost \$5700.

Macon, Ga.—Church.—Union Baptist Church has secured permit for the erection of proposed \$3000 edifice.

Markham, Texas.—Warehouse.—James Shapley, Houston, Texas, has the contract mentioned last week for the erection of ironclad warehouse 212x100 feet for the Markham Rice Milling Co.; cost \$8000.

Mayo, Fla.—Store Building.—H. J. Morris has contract to erect a two-story brick building for the Mayo Mercantile Co.

Maysville, Ky.—Store and Office Building.—Werner & Adkins, Mitchell Building, Cincinnati, Ohio, are preparing plans for two-story store and office building 32x90 feet.

Memphis, Tenn.—Bank Building.—Jones & Furlinger are preparing plans for improvements to be made to the Memphis Savings Bank at a cost of \$15,000; to include a granite front and remodeling the interior.

Memphis, Tenn.—Dwelling.—Mrs. Jane Latson has let contract to R. D. Holladay for the erection of a two-story brick veneer residence to cost \$5000.

Memphis, Tenn.—Dwelling.—L. T. Lindsay, Builders' Exchange, has contract to erect buff-brick veneer residence of mill construction for the Memphis Real Estate Investment Co., F. W. Faxon, manager, after plans by Barber & Klutz, Knoxville, Tenn.; cost \$15,000.

Mena, Ark.—Warehouse.—Peters & Netherlands, Shawnee, O. T., have completed plans for a one-story warehouse to be erected by N. M. Roach; building to be 75x120 feet, of frame and concrete blocks, concrete flooring, composition roof, equipped with electric lights and cost \$5000.

Meridian, Miss.—Store Building.—Hopkins & Bethen are reported as contemplating the erection of a four-story building.

Meridian, Miss.—Association Building.—The Young Men's Christian Association is reported as contemplating the erection of a \$100,000 building. Address The Secretary.

Meridian, Miss.—Business Block.—W. S. Smith and C. B. Teams have secured site on which to erect two-story business block.

Monticello, Ky.—School Building.—Bids will be received until October 4 by J. A. Patton, secretary board of trustees, for the erection of brick school building in accordance with plans and specifications on file at Monticello, also at office of H. L. Rowe, architect, Lexington, Ky. Certified check for 3 per cent. of amount of bid must accompany each bid. Usual rights reserved.

Nacogdoches, Texas.—Office Building.—B. F. Hardeman has let contract for the erection of two-story brick office building on site recently purchased.

Nashville, Tenn.—School Building.—City will vote October 12 on the proposed issuance of \$300,000 of bonds for the erection of high-school building. Address The Mayor.

Newport News, Va.—Building.—T. N. Harris and G. W. Lyne have let contract to W. W. Washburn for the erection of three-story brick building to cost \$10,000.

New Point Comfort (not a postoffice), Va.—Hotel.—The New Point Hotel Co. has been incorporated to build a \$10,000 hotel. R. W. Mallett of Norfolk, Va., is secretary-treasurer.

Norfolk, Va.—Dwelling.—J. W. Woltz, Waynesboro, Pa., is preparing plans for a two-story shingle cottage 38x69 feet, with wing 17x30 feet, to be erected by Caldwell

Hardy. A hot-air heating plant, gas fixtures and five full bathroom outfits will be installed. Bids for the construction will be received about October 15.

Oklahoma City, O. T.—School Building.—Robert Kruger & Co. have contract at \$18,717 for the construction of proposed McKinley school building. The contract for the heating and plumbing was awarded to Lewis & Witche Company, Kansas City, Mo., at \$6830.

Oklahoma City, O. T.—Jail Building.—Robert Krueger has contract for the erection of \$25,000 jail building previously reported.

Oklahoma City, O. T.—Warehouse.—Racine-Sattley Company, Racine, Wis., states there is no truth in the report mentioned last week that they will build a warehouse.

Paducah, Ky.—Dwelling.—Mrs. Bettie Buckler has let contract to William Lockwood for the erection of proposed \$7000 residence.

Princess Anne, Md.—Courthouse.—Somerset county has voted affirmatively the \$30,000 bond issue previously reported for the erection of courthouse. Address County Judges.

Raleigh, N. C.—School Building.—The Wake County Board of Education has authorized the erection of 12 schoolhouses at a total cost of \$6000.

Raleigh, N. C.—Masonic Temple.—Sealed bids addressed to the Grand Master, Grand Lodge of North Carolina, care Charles K. Bryant, architect, 1014 East Main street, Richmond, Va., must be in the hands of the architect not later than October 7 for the erection of Masonic Temple by the Masonic Temple Construction Co., but bids will not be opened until October 10. Plans and specifications on file at the office of John C. Drewry, grand secretary, Raleigh, N. C., and at the office of architect. A \$3000 bidding bond must accompany bid. Usual rights reserved. (This item was previously mentioned in these columns.)

Richmond, Va.—Hotel.—J. T. Wilson has been awarded contract by the Jefferson Realty Co. for rebuilding the Jefferson Hotel. The building will be 10 stories, equipped with all modern improvements, electric elevators, etc., having an auditorium with a seating capacity for 1200 people.

Rock Hill, S. C.—Warehouse.—A. D. Holler has contract to erect proposed cotton warehouse; building to have two compartments 50x100 feet, separated by a brick wall 16 feet high and to have a capacity of 2000 bales and cost about \$3500. The Farmers' Warehouse Co. was recently reported as incorporated to build a warehouse.

Round Hill, Va.—Dwelling.—Otis Williams, Marion, Va., is erecting residence near Round Hill.

Sanford, N. C.—School Building.—Plans by H. E. Bonitz, Wilmington, N. C., have been adopted for two-story brick school building to be erected at a cost of \$10,000. Hot-air-heating plant and electric lights will be installed.

San Marcos, Texas.—Depot.—It is reported that the International & Great Northern Railroad will erect passenger station. Leroy Trice, Palestine, Texas, is general manager.

San Marcos, Texas.—School Building.—City will vote October 31 on the issuance of \$9000 of bonds for school buildings (mentioned last week); J. R. Porter, mayor.

Sherwood Station (P. O. Rider), Md.—Stable and Carriage-house.—It is reported that H. A. Parr will rebuild stable and carriage-house reported burned at a loss of \$12,000.

St. Louis, Mo.—Dwellings.—N. S. Wood, 915 Chestnut street, is completing arrangements for the erection of 10 residences, each 27x36 feet.*

St. Louis, Mo.—Dwellings.—J. M. Dunham is preparing plans for five detached dwellings to be erected by Frank Ames at a cost of \$25,000.

St. Louis, Mo.—Store, Office and Apartment Building.—Bids have been received and contract will be awarded at once for the erection of store, office and apartment building for Dr. G. F. Dudley after plans by J. M. Dunham. The entire building will be heated by a central heating plant, and electric light, gas and telephone system will be installed. About \$45,000 will be expended.

Stone, S. C.—Warehouse.—O. W. Harrison, S. N. Nesbit and others have incorporated the Stone Warehouse Co., with \$1000 capital stock.

St. Louis, Mo.—Church.—J. M. Dunham is preparing plans for edifice reported last week to be erected by Pope Avenue Presbyterian Church; building to be 60x150 feet, of brick and Carthage limestone, with slate roof, and have a seating capacity of 400; cost \$22,000.

Sulphur, I. T.—Sanitarium.—Dr. D. M. Desmond of St. Louis, Mo., has secured site on which, it is stated, a sanitarium will be erected at a cost of \$125,000.

Summit, Miss.—Church.—Clem V. Ratcliff and associates contemplate the erection of a brick church to cost about \$5000, and would like to correspond with architects relative to plans and specifications.

Vineland, N. C.—Bank Building.—H. E. Bonitz, Wilmington, N. C., is preparing plans for bank building 25x55 feet, with stone front, to be occupied by a branch of the Bank of Whiteville.

Washington, D. C.—Church.—R. W. Darby, 1062 32d street, has contract to erect addition, 40x20 feet, to the First Baptist Church after plans by W. W. Somerville; to be of ordinary construction, equipped with steam heat, gaslights, and cost \$11,000.

Washington, D. C.—Bank Building.—S. J. Prescott has contract to erect two one-story bank buildings for the Home Savings Bank previously reported; to be of brick and stone and cost \$5000 each. A. P. Clarke, Jr., prepared the plans.

Washington, D. C.—Apartment-house.—Thomas H. Melton will erect two-story apartment-house at a cost of \$14,000 after plans by Sonneman & Mactier.

Washington, D. C.—Apartment-house.—Harry Wardman will erect a four-story apartment-house at a cost of \$50,000.

Washington, D. C.—Hotel Improvements.—It is reported that an addition will be built to the Raleigh Hotel, doubling the present capacity; cost \$100,000.

Washington, D. C.—Dwelling.—Otto Louis Hein is having plans prepared by Wood, Donn & Deming for the erection of a \$20,000 residence.

Washington, D. C.—Dwellings.—Harry Wardman has purchased site on which to erect six dwellings at a cost of \$25,000 each. Lieut. Commander S. E. W. Kittelle is having plans prepared for the erection of brick residence. Same architects are also preparing plans for addition to residence of Mrs. Alice Hamilton Smith.

Washington, D. C.—Bank Building.—The National City Bank, reported last month as having purchased building which would be remodeled for banking purposes, is having plans prepared by B. Stanley Simmons for proposed improvements.

Washington, D. C.—Gymnasium.—It is reported that a gymnasium will be erected for the University School; building to be of brick, having a floor space of 275 feet; gallery to have a seating capacity for 100. Address Prof. Robert L. Preston.

Wilmington, N. C.—Bank Building.—The People's Savings Bank will shortly begin the erection of building at Brooklyn in which to locate branch bank.

Winchester, Va.—Library Building.—Barney & Chapman, New York, N. Y., are preparing plans for the John Handley Memorial Library to be built at a cost of \$250,000. Bids for the construction will be asked about January 1.

RAILROAD CONSTRUCTION.

Railways.

Atlanta, Ga.—The Atlanta & Carolina Railway Co. informs the Manufacturers' Record that its line will run to East Atlanta, down South river via Arabia and Lithonia to Conyers, Ga., 27 miles. M. Mason is chief engineer, and bids for construction may be requested by October 1.

Augusta, Ga.—Reported that the Georgia Railroad will build a line from Social Circle to Mansfield, Ga., 10 miles. Thomas K. Scott is general manager at Augusta.

Austell, Ga.—Reported that the Southern Railway will build considerable double track and otherwise improve its line from Atlanta to Birmingham. R. F. Ezzell is resident engineer.

Baltimore, Md.—The Maryland Transit Co. has filed incorporation articles in Baltimore county to build a line from the city to Elk Ridge, about seven miles; capital \$100,000. The incorporators are Charles R. Varley Myers, Raymond H. Whiting, Charles L. Leach and F. Reisenweber, and Charles L. Jackson of Philadelphia. Work is to begin immediately.

Baltimore, Md.—An officer of the Baltimore & Ohio Railroad informs the Manufacturers' Record that there is nothing in the press report that the company would build an extension from Lexington, Va., to Roanoke, Va.

Bartlesville, I. T.—A company is reported formed to build an electric railway from Bartlesville to Dewey and Coffeyville, about 30 miles. The promoters are William Johnson, J. J. Curl, W. M. Higgins, Dr. Woodring

of Bartlesville, W. M. Speck and Mr. Woodson of Dewey, John Overfield of Independence and W. T. Hutchings of Muskogee.

Beaumont, Texas.—Application has been made for a charter to build a railroad from Dayton to the oil fields, eight miles. Those interested are Malley Eastham, R. A. Greer, Randall Silverman and T. H. Bass, all of Beaumont.

Berkeley Springs, W. Va.—F. B. Banister and S. H. Bowman have been granted a franchise to build an electric railway from Berkeley Springs to Hancock, Md., about seven miles.

Birmingham, Ala.—Mr. E. M. Durham, Jr., resident engineer of the Southern Railway, writes the Manufacturers' Record that the proposed extension of the Ensley Southern Railway from Short Creek, Ala., will be about five miles long. He will supervise the work under the general direction of Mr. W. H. Wells, engineer of construction at Washington.

Cheraw, S. C.—Reported that the Chesterfield & Lancaster Railway Co. is making a survey from Ruby to Plains. W. F. Stevenson is president.

Chester, S. C.—Dr. W. Gill Wyllie, president of the Southern Power Co., is reported as saying that he has decided to build a railroad from Harmony, on the Seaboard Air Line, to Camden, 60 miles, with a link from Fort Lawn to the company's plant at Catawba Falls.

Chicago, Ill.—Mr. W. J. Harahan, fourth vice-president of the Illinois Central Railroad, writes the Manufacturers' Record denying the press report that the company would build a line from Sardis, Miss., to Corinth and Holly Springs.

Chicago, Ill.—Reported that the Rock Island system will build a line from Bridgeport, Texas, via Springtown, Weatherford and Granbury to Glen Rose, and that the contract has been let; also that a further extension will be made from Glen Rose via Meridian to Waco, a total of about 125 miles. W. L. Darling is chief engineer at Chicago.

Cincinnati, Ohio.—Mr. G. B. Nicholson, chief engineer of the Cincinnati, New Orleans & Texas Pacific Railway, writes the Manufacturers' Record denying the press report that the company is surveying for a branch from Kismet to South Pittsburg. He says that such a line has never been discussed or thought of by the company.

Columbus, Ga.—President W. M. Gordon of the Birmingham, Columbus & St. Andrews Bay Railroad is reported as saying that the plan has been financed through the Central Trust Co. of New York. Construction will begin between Columbus and Eufaula, Ala. Five miles of line are already in operation south of Chipley, Fla. The entire line is to be about 200 miles long. L. E. Miller is contractor.

Cordele, Ga.—A charter has been asked for the Cordele, Hawkinsville & Northeastern Railroad Co. to build a line about 35 miles long from Cordele to Tippettsville and Hawkinsville. The incorporators are J. Pope Brown, H. P. Lovejoy, W. N. Persons, B. J. Henry, J. J. Harvard and C. W. Jordan, Jr., of Hawkinsville, and B. P. O'Neal, R. L. Wilson, L. A. Parker, C. C. Cutts, R. C. Harris, F. R. Wallace, J. A. Ward and W. H. Dorris of Cordele.

Dalton, Ga.—Messrs. Wright Williams & Wadley, general contractors for the Atlantic & Birmingham Railway from Lagrange, Ga., to Talladega, Ala., will sublet part of the work.

Darien, Ga.—Mr. H. D. Emerson, vice-president and general manager Darien & Western Railroad, in a letter to the Manufacturers' Record denies the report that the company will build an extension from Darien to Brunswick, Ga. At present the company is extending the line westward. It is now open to Ludowici, 40 miles, and five miles of track are laid west from Ludowici to Weefanee, and construction is under way from there to Glenville, 15 miles.

Eldorado, Ark.—The Eldorado & Wesson Railway Co. has been chartered to build a line 10 miles long between the points named in the title. The incorporators are C. V. Edgar, A. B. Banks, C. H. Newell, C. W. Niehuss and J. R. Eakin.

Enid, O. T.—Reported that the Denver, Enid & Gulf Railway has made arrangements to enter Oklahoma City. E. L. Peckham is vice-president and general manager.

Fort Worth, Texas.—President Morgan Jones of the Wichita Valley Railway is reported as saying that improvements will be made and that the Ardmore line will be constructed.

Fort Worth, Texas.—Reported that H. S. Dunham, civil engineer, of New York, and L. C. Cole of Defiance, Ohio, who is building

the street railway from Fort Worth to Arlington Heights, have made an investigation of the route for the proposed interurban electric railway between Fort Worth and Mineral Wells. Capt. B. B. Paddock, secretary of the Board of Trade, can probably give information.

Gainesville, Texas.—G. L. Hassinger, promoter of the Gainesville & Sherman Interurban Railway, is quoted as saying that grading will begin within 20 days; also that when the line is completed he will build a line from Gainesville to Decatur, 60 miles, making a total length of 91 miles.

Galveston, Texas.—Mr. C. F. W. Felt, chief engineer of the Gulf, Colorado & Santa Fe Railway, writes the Manufacturers' Record that the company has done nothing about extending the Glen Flora spur to Yoakum, Texas.

Galveston, Texas.—Mr. C. F. W. Felt, chief engineer of the Gulf, Colorado & Santa Fe Railway, writes the Manufacturers' Record that plans covering extensions of the present tracks at the Union Passenger Station are being prepared, but no arrangement has been made covering construction.

Giltsland, Ia.—Reported that \$125,000 and right of way has been voted to J. D. Beardsley of Giltsland and others for his proposed railway from Abilene, Texas, to Munday, Texas, 80 miles.

Guthrie, O. T.—T. L. Wolf, general superintendent of the St. Louis, El Reno & Western Railway, is reported to be making arrangements for an extension southwest from El Reno.

Gulfport, Miss.—The Gulfport & Mississippi Coast Traction Co. has, it is reported, authorized an issue of \$1,000,000 of bonds for its proposed line from Biloxi to Pass Christian, 22 miles, on which considerable grading is done. J. T. Jones and others are interested.

Jackson, Tenn.—The Jackson & Southern Railroad Co. has been chartered to build a line from Frogmoor Yard to connect with the Mobile & Ohio Railroad at or near Jackson. The incorporators are C. G. Bond, Frank Eldridge, Thos. O'Malley, A. M. Allen and A. T. Franklin.

Jasper, Tenn.—The Ohio river & Gulf Railroad has been chartered to build a line from a point on the Tennessee river in Marion county northward through Fentress county to a point on the Kentucky State line, about 120 miles. The incorporators are J. E. Jones, W. Cooper, W. J. Gaudin, W. G. Yelton and J. W. Evans.

Kansas City, Mo.—Mr. A. F. Rust, resident engineer of the Kansas City Southern Railway, writes the Manufacturers' Record denying the report that the company would make a survey from Siloam Springs, Ark., to Shawnee, O. T. He also says that no survey is being made between any points in that vicinity.

Kansas City, Mo.—Reported that the Kenebeck, Hammond & Quigley Construction Co. of Kansas City and Orange, Texas, has been given a contract to build the line of the proposed Colorado Southern, New Orleans & Pacific Railway from DeQuincy, La., to Baton Rouge, La., about 300 miles. C. C. Cordill of New Orleans is president of railroad company.

Lehigh, I. T.—Bids for construction have, it is reported, been opened for the Oklahoma Central Railroad, which is to be built from Lehigh via Purcell, Ada and Atoka to Chickasha, 120 miles. R. L. McWhille is chief engineer.

Lexington, Ky.—Reported that the Frankfort & Versailles Traction Co. has been taken over by its new owners. George W. Mallon of Cincinnati, Ohio, has been elected president. The Lexington companies are next to be taken over and improved. P. W. Chandler, Bayard Henry and H. C. Boyer of Philadelphia are also interested.

Little Rock, Ark.—The Mountain Park Terminal Railway Co. has been granted an extension of time to build its proposed line four miles long. Charles M. Newton is president.

Livingston, Texas.—The Overton County Railroad Co. is reported to have completed five miles of grade on its line from Livingston to Algood, 23 miles.

Louisville, Ky.—Reported that the Louisville & Nashville Railroad will double-track its line between Corbin and Livingstone. W. H. Courtenay is chief engineer.

Louisville, Ky.—Reported that the Vincennes, West Baden & Louisville Traction Co. has signed a contract to build its proposed line.

Louisville, Ky.—It is announced that the Louisville & Eastern Electric Railway will be extended from Beard to Lagrange, Shelbyville, Eminence, Newcastle and Frankfort,

Ky. The distance from Beard to Lagrange is 10 miles, and from Beard via Shelbyville to Frankfort is 42 miles. From Shelbyville a branch will be built to Newcastle and Eminence, about 25 miles. Percival Moore of Louisville is vice-president and general manager.

Lynchburg, Va.—Mr. Howell C. Featherston, attorney-at-law, writes the Manufacturers' Record that the proposed railway corporation in which he is interested will probably be named the Danville & Caswell Railway Co., and the line will probably be operated by electricity. It will be about 20 miles long from Danville, Va., to Yanceyville, N. C.

Lynchburg, Va.—The Virginia Ore & Railway Lumber Co. has begun work on its line from Town Creek Siding, on the Norfolk & Western Railway, to Stuart Knob, 15 miles. The road will reach the old Hairston mills. The Vaughan Construction Co. has the contract and 10 miles have been sublet.

Mannington, W. Va.—Construction has begun on the electric railway from Mannington to Homewood.

Mineral Wells, Texas.—The Fort Worth & Mineral Wells Electric Railway Co. has been incorporated to build a line connecting the two places. It will be 53 miles long. The incorporators are Cleo Smith, D. M. Howard, H. N. Frost, E. J. Waldron and Albert Stevenson, all of Mineral Wells.

Monterey, Mexico.—Messrs. J. G. Short and associates inform the Manufacturers' Record that they have 75 miles of fine railroad work to let in Texas to responsible contractors. Address at Monterey, Mexico.

Nashville, Tenn.—The Nashville Interurban Railway Co. has amended its charter to build a branch to Lewisburg. J. H. Connor and others are interested.

Newport News, Va.—Mr. J. L. Patton, vice-president, writes the Manufacturers' Record confirming the report that the Virginia Peninsular Railway has been incorporated to build a line from Newport News to Yorktown, with a branch to Poquosin. A press dispatch reports Mr. Patton as saying that a survey will be made immediately, and it is proposed to begin work within 30 days.

Norfolk, Va.—The Norfolk, Portsmouth & Newport News Company has begun an extension to Churchland.

Paul's Valley, I. T.—Mr. Albert Rennie, secretary Paul's Valley Railway, writes the Manufacturers' Record that the line will be about 180 miles long from a point on the Missouri, Kansas & Texas or the Frisco railroads near Ada, I. T., to Wichita Falls, Texas. M. P. Paret of the Kansas City, Mexico & Orient Railway at Kansas City, Mo., is consulting engineer, and will place a locating engineer in the field. The officers are J. C. Amendt, president, Chicago, Ill.; W. M. Freeman, vice-president; Albert Rennie, secretary; J. B. Thompson, treasurer; S. J. Garvin and J. C. Hybarger of Paul's Valley, who also constitute the board of directors.

Perryville, W. Va.—Coping & McGimpsey are reported to have nearly finished a grading on the Dry Fork Branch of the Norfolk & Western.

Port Arthur, Texas.—Robert Patterson, contractor, has broken ground for the Port Arthur & Houston Short Line Railway at the city limits.

St. Louis, Mo.—Reported that a branch of the White River Line of the Missouri Pacific system will be built from Batesville, Ark., to Magness, Ark., 14 miles. E. F. Mitchell is engineer of construction.

St. Louis, Mo.—Reported that the Missouri Pacific Railway has let a contract to C. D. Smith & Co. of Memphis and Scott & Sons of St. Louis to build 25 miles of double track. This will cover seven miles north and eight miles south of Little Rock and 10 miles north of Texarkana. The company is also said to have given to C. D. Smith & Co. a contract to build large terminal yards at Paragould; also yards at Helena and Lexa, Ark., besides betterment work which will include sidings every five miles.

St. Louis, Mo.—Reported that the St. Joseph & Grand Island Railway will build about 10 miles of new line and then establish a motor-car service between St. Joseph and Hyland, Kan., 27 miles. J. Berlingett is general manager.

Spartanburg, S. C.—Reported that Ralph K. Carson, J. Norment Powell, John B. Cleveland and George W. Nicholls will soon apply for a charter for the Spartanburg & Northern Railway Co. to build a line from Spartanburg to Rutherfordton, N. C., about 22 miles.

Tishomingo, I. T.—W. T. Croslen, promoter of the Washita Valley & Interurban Railroad Co. is reported as saying that most of the

right of way has been secured and work will begin between Tishomingo and Mill Creek within two months. The entire line is to run from Shreveport, La., to Anadarko, O. T.

Uniontown, Pa.—The Ohio River & Marshall Railroad has filed its map in West Virginia. The line will run from a point in the Pennsylvania coke fields to Wheeling. J. V. Thompson of Uniontown is back of the project. Jonathan Barrett is engineer.

Washington, D. C.—The Southern Railway, it is reported, will build double track between Asheville and Canton, N. C. W. H. Wells is engineer of construction at Washington, D. C.

Washington, D. C.—Mr. W. H. Wells, engineer of construction Southern Railway, writes the Manufacturers' Record confirming the report that surveys have been made between Rutherfordton, N. C., and Spartanburg, S. C., about 34 miles. He says that nothing definite has been decided as to construction. Assistant Engineer J. M. Clark made the survey.

Wilmington, N. C.—Reported that the Carolina Trucking & Development Co. will build an electric railway to Castle Haynes, 12 miles. E. W. Van C. Lucas is president. Hugh MacRae & Co., bankers, are said to be interested.

Street Railways.

Cedartown, Ga.—Reported that a franchise has been granted to H. N. Van Devander, E. C. Benton and others for a street railway.

MACHINERY, PROPOSALS AND SUPPLIES WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Bank Fixtures.—H. E. Bonitz, Wilmington, N. C., wants prices on bank fixtures.

Belting.—Frank Wright, Cave Springs, Ga., wants information and prices on best 11-inch belt to run a No. 1 DeLoach saw-mill under a shelter, from a 13-horse-power engine.

Bonts.—J. R. Gage, Bartow, Fla., wants to purchase a vessel of 7 to 10-foot draught, tonnage from 20 to 60; fishing smack preferred. (See "Engine.")

Boilers.—Biloxi Artesian Ice Co., Biloxi, Miss., wants prices on boilers.

Boilers.—See "Electric-light-plant Equipment."

Box and Barrel Machinery.—Clarence Kenney, care of B. N. Morgan, 603 Equitable Building, Atlanta, Ga., wants addresses of manufacturers in Baltimore Md.; Philadelphia, Pa., and vicinity of machinery for making wooden boxes and cheap packing barrels.

Box-nailing Machine.—Willms & Willms Company, 747 West Pratt street, Baltimore, Md., is in the market for a second-hand box-nailing machine; must be in first-class condition.

Brick.—Bids will be received until October 11 at the Department of the Interior, office of Elliott Woods, superintendent United States Capitol Building and Grounds, Washington, D. C., for furnishing and delivering 3,000,000, more or less, of good sound red brick for use in connection with the construction of the Senate and House office buildings. Specifications, proposals sheets and other information will be furnished on application. Usual rights reserved.

Brick Machinery.—C. A. Owens, Box 591, Durham, N. C., wants estimates on brick machinery (sword cut); capacity from 50,000 to 60,000 daily.

Brick Machinery.—C. D. Jones, Beaufort, N. C., wants addresses of manufacturers of machinery for making sand-lime brick.

Brick Machinery.—E. P. Stiles, Huntsville, Texas, wants to correspond with manufacturers of machinery for making sand-lime brick.

Brick Machinery.—J. J. Phillips, Brookhaven, Miss., wants addresses of manufacturers of brick machinery; latest improved;

plant to have a daily capacity of 35,000 to 40,000 bricks.

Bridge-building Machinery.—Ball-Carden Company, Dallas, Texas, wants bids on machinery for building bridges.

Bridge Construction.—J. H. Donart, county clerk, Payne county, Stillwater, O. T., will receive bids until October 11 for constructing six steel bridges.

Bridge Work.—M. Trapp, county clerk, Logan county, Guthrie, O. T., will receive bids until October 2 for all materials for the superstructure of 16 steel bridges, one set of channel legs, nine floor beams and about 3000 pounds of metal for repairs.

Broom Machinery.—R. L. Wallace, Route No. 12, Knoxville, Tenn., wants addresses of manufacturers of machinery and equipment for broom factory.

Building Equipment and Supplies.—William Liller, Keyser, W. Va., will purchase ballast sand, cement, Georgia and North Carolina pine framing and paint.

Building Materials.—Will C. Carter, Americus, Ga., wants prices on building materials for a two-story brick building.

Building Materials.—N. S. Wood, 915 Chestnut street, St. Louis, Mo., will receive bids for mill work, stairs and mantels for 10 houses. Specifications furnished on application.

Building Materials.—Julian S. Starr, Rock Hill, S. C., wants prices on Virginia block slate No. 1 roofing, steel laths, Dix noiseless door hangers, etc.

Canning Machinery.—C. R. Powers, Girard, Ohio, wants addresses of manufacturers of machinery for making tin cans, especially stamping machinery.

Canning-factory Equipment.—E. P. Stiles, Huntsville, Texas, wants prices on second-hand machinery and equipment for canning factory.

Canning Machinery.—C. R. Powers, Girard, Ohio, wants addresses of manufacturers of machinery for canning vegetables, such as peas, corn, tomatoes and beans.

Canning-factory Equipment.—Gough Land & Improvement Co., Gough, Ga., wants prices and information on machinery and equipment for canning factory.

Cash Carrier System.—J. P. Emmett, Albertville, Ala., wants catalogues of pulley and wire cash systems.

Cold-storage-plant Equipment.—W. W. Infield, Arkansas, wants prices on insulating material for cold-storage plant; also cold-storage doors.

Concrete-block Machinery.—Modern Building Material & Constructing Co., South Pittsburg, Tenn., wants prices on machinery and equipment for making concrete building blocks.

Contractors' Equipment.—Bids will be received until October 4 at the office of the general purchasing officer, Isthmian Canal Commission, Washington, D. C., for furnishing 500 wooden or steel flat cars, 19 70-ton steam shovels, six 60-ton extra heavy rapid unloaders and 12 unloading plows. Blanks and full information may be obtained at office of general purchasing agent, Washington, D. C., or offices of the assistant purchasing agents, 24 State street, New York, N. Y.; custom-house, New Orleans, La.; 36 Montgomery street, San Francisco, Cal., and 40 Chamber of Commerce Building, Tacoma, Wash.; also from chief quartermaster, Department of the Lakes, Chicago, and the Commercial Club, Mobile, Ala.; D. W. Ross, general purchasing officer.

Cotton Canvas Manufacturers.—Board of Trade and Business Men's Association, Norfolk, Va., wants to correspond with manufacturers of cotton canvas.

Cotton-mill Machinery.—Ashby Cotton Mill Co., Emporia, Va., wants addresses of manufacturers of roller-covering machines for cotton-mill machinery.

Crate Machinery.—See "Package-factory Equipment."

Dowel Machinery.—See "Woodworking Machinery."

Drilling Machinery.—Pelican Oil & Mineral Co., Ltd., Opelousas, La., is in the market for drilling outfits.

Electrical Equipment.—Bids will be received until November 8 at the Department of the Interior, office of Elliott Woods, superintendent United States Capitol Building and Grounds, for electric-lighting fixtures for the House and Senate wings, United States Capitol Building. Specifications and general information will be furnished on application. Usual rights reserved.

Electric-light Plant.—W. W. Infield, Okla., Ark., wants prices on machinery and equipment for electric-light plant for a town of 800 population.

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Electric-light Plant.—Lawson Sykes & Co., Courtland, Ala., wants prices on machinery and equipment for electric-light plant of 500 to 1000 lights; power to be obtained from plant now in operation.

Electric-light Plant.—Bids will be received until October 16 at the office of Constructing Quartermaster, Fort Monroe, Va., for furnishing and installing the fixtures for electric lighting in 30 sets bachelor quarters, three double sets officers' quarters and the post exchange and gymnasium building at Fort Monroe. Information furnished on application. United States reserves usual rights. Address Capt. R. H. C. Kelton, Q. M.

Electric-light-plant Equipment.—H. R. Horne, chairman public works commission, Fayetteville, N. C., will receive bids until October 19 for furnishing machinery and apparatus for extensions and changes in the electric-lighting plant, including engine, generator with boiler (or boilers), switchboard, piping, pump, heater, belting and wiring appropriate to the same; the arc-light system to be quoted upon separately. Separate bids are invited for the mechanical and electrical portions of the work. Circular giving full information will be furnished on application.

Elevator.—J. P. Emmett, Albertville, Ala., will be in the market for an elevator.

Elevator.—James Knox Taylor, Supervising Architect, Treasury Department, Washington, D. C., will receive bids until October 19 for the installation of an electric passenger elevator and hydraulic lifts in the United States courthouse and postoffice building at Lincoln Neb., in accordance with drawings and specifications, copies of which may be obtained on application at the discretion of the supervising architect.

Embossing Machinery.—See Woodworking Machinery.

Engine.—J. Gaiser, Isbell, Ala., wants a 10 or 12-horse-power gasoline engine.

Engine.—J. R. Gage, Bartow, Fla., wants to correspond with manufacturers of gasoline or marine engines relative to securing an engine of suitable horse-power to propel vessel of 7 to 10-foot draught; tonnage from 20 to 60. (See "Boats.")

Engine.—See "Electric-light-plant Equipment."

Engines.—Will C. Carter, Americus, Ga., wants prices on engines.

Engines.—W. W. Infield, Ola, Ark., wants prices on gasoline engines; new and second-hand.

Flour-mill Machinery.—Model Mill Co., Smiths Grove, Ky., wants prices on sifter and other equipment for flour mill.

Ginny Equipment.—The Planters' Supply Co., Ltd., Gough, Ga., wants an eight 70-saw gin outfit. (See "Cottonseed-oil Mill.")

Glass-factory Equipment and Supplies.—Magnolia Window Glass Co., New Martinsville, W. Va., wants fire and silica brick, irons for use in construction of glass tank; also iron for use in construction of lehrs, flattening ovens, etc.

Grading.—Roland Park Co., Roland Park, Baltimore, Md., is receiving bids for grading about 30,000 yards.

Heating.—See "Building Note under Amarillo, Texas."

Heating Apparatus.—Bids will be received until September 30 at the office of quartermaster, Fort McPherson, Ga., for labor and materials required to install hot-water heating system in quarters No. 10 at that post, in accordance with plans and specifications on file. Further particulars to be had on application.

Heating Apparatus.—E. D. Coleman, chairman building committee, Aberdeen, Miss., wants addresses of manufacturers of furnaces for church heating.

Ice-cream-factory Equipment.—E. B. Scott, 628 14th street, Huntington, W. Va., wants addresses of manufacturers of machinery and equipment for making ice cream.

Ice Machinery.—F. C. Robinson & Co., 612 English-American Building, Atlanta, Ga., wants prices on machinery and equipment for a 50-ton ice plant, also for a 75-ton plant; to be operated by electricity.

Ice Machinery.—C. D. Jones, Beaufort, N. C., wants addresses of manufacturers of the most improved machinery and equipment for ice plant.

Ice-making Plant.—Sealed proposals endorsed "Proposals for Ice Plant, Chillicothe, O. T.," and addressed to the Commissioner of Indian Affairs, Washington, D. C., will be received until October 17 for furnishing and delivering the necessary materials and labor required to construct and complete an ice plant capable of making two tons of ice in 12 hours and furnishing from three to five tons of refrigeration, in strict accordance with the plans, specifications and in-

structions to bidders, which may be examined at the Department of the Interior, office of Indian Affairs, Washington, D. C.; also at the offices of the Traveler, Arkansas City, Kan.; Journal, Kansas City, the Globe-Democrat, St. Louis; the Builders' and Traders' Exchanges, Omaha, Neb.; Milwaukee, Wis.; St. Paul, Minn.; Minneapolis, Minn.; the Northwestern Manufacturers' Association, St. Paul, Minn.; the United States Indian warehouses, 265 South Canal street, Chicago; 815 Howard street, Omaha, Neb.; 602 South 7th street, St. Louis; 119 Wooster street, New York, and at the school. For further information apply to S. M. McGowan, superintendent, Chillicothe, O. T.; C. F. Larrabee, acting commissioner.

Insulating Material.—See "Cold-storage-plant Equipment."

Insulating Material.—Rock Hill Ice Co., S. C. Campbell, superintendent, Rock Hill, S. C., wants prices on insulating material.

Laundry Machinery.—C. E. Anderson, Empire, Canal Zone, Panama, wants catalogues of laundry machinery; also wants estimates for the delivery of complete plants of small capacity f. o. b. New York.

Laundry Machinery.—C. J. Ellis, Box 65, Portsmouth, Va., wants catalogues and prices on machinery and equipment for laundry, small size, operated by steam, gas, gasoline or electric power.

Machine Tools.—Hicks Gas Motor Co., Waycross, Ga., is in the market for a pulley lathe to turn pulleys and balance wheels up to six feet in diameter. Would prefer a second-hand machine and one that would turn a pulley or balance wheel on man drill.

Office Fixtures.—J. P. Emmett, Albertville, Ala., wants office fixtures.

Office Furniture and Fixtures.—The Commissioners' Court of Navarro county, Texas, will consider proposals November 13 for furnishing new courthouse; building costing \$150,000. Address Hon. C. L. Jester, Corsicana, Texas.

Oil-mill Machinery.—The Planters' Supply Co., Ltd., Gough, Ga., wants prices on machinery and equipment complete for a 20-ton cottonseed-oil mill. (See "Ginny Equipment.")

Package-factory Equipment.—E. P. Stiles, Huntsville, Texas, wants prices on machinery and equipment for fruit package factory; second-hand.

Paving.—Henry B. F. Macfarland, Henry L. West, John Biddle, commissioners, Washington, D. C., will receive bids until October 14 for laying cement sidewalks in the District of Columbia. Blank forms of proposal and specifications, together with all necessary information, may be obtained at the office of the engineer commissioner, Washington, D. C.

Paving.—Bids addressed to the mayor and council, Albany, Ga., will be received until October 2 at the office of Y. C. Rust, city clerk, for paving with vitrified brick three squares on Washington street, approximately 12,000 square yards of paving, 3960 feet (lineal measure) of straight curbing 4 inches thick, 18 inches deep, 5 to 6 feet long, top edge, ends and 6 inches on the face hammered; 10 circular corners $\frac{1}{4}$ circle, 4 inches wide, 18 inches deep in 3 pieces, 6-foot radii. Plans and specifications on file in the mayor's office, copies of which can be had on application. Bids to state price, paving on 6 inches of stone concrete foundation, also price of paving without concrete foundation. Certified check of 3 per cent. of amount to accompany all bids. Usual rights reserved.

Piping.—Pelican Oil & Mineral Co., Ltd., Opelousas, La., is in the market for piping.

Piping.—See "Electric-light-plant Equipment."

Plumbing.—See "Building Note under Amarillo, Texas."

Plumbing.—Julian S. Starr, Rock Hill, S. C., wants prices on bathroom fixtures.

Plumbing Supplies.—Long & Walker, Box 221, Concord, N. C., will be in the market for plumbing supplies.

Pump.—See "Electric-light-plant Equipment."

Power Plant.—Del Rio Publishing Co., Del Rio, Texas, will probably be in the market for power to operate job printing plant.

Pump.—Atlanta Structural Steel Co., Atlanta, Ga., wants a centrifugal pump to discharge 700 gallons of water per minute against 150-foot head.

Railway Equipment.—Jos. E. Bowen, Atlantic Office Building, Norfolk, Va., is in the market for 14-inch standard-gauge mogul and five miles of 30-pound relaying rail, North Carolina delivery.

Railway Equipment.—Hemlock Lumber Co., Box 713, Charleston, W. Va., wants 30 tons of 16 or 20-pound relaying steel rail in good

condition, with splices, bolts and spikes; to be delivered at Falling Rock Station, on Coal & Coke Railway.

Railway Equipment.—See "Contractors' Equipment."

Road Machinery.—Ball-Carden Company, Dallas, Texas, wants bids on road-building machinery.

Roofing.—See "Building Materials."

Roofing.—Rock Hill Ice Co., S. C. Campbell, superintendent, Rock Hill, S. C., wants prices on roofing.

Roofing.—The Farmers' Warehouse Co., Johnston, S. C., wants to correspond with manufacturers and dealers in roofing for cotton warehouse. About 100 squares will be required.

Sanitary Fixtures.—Bids will be received until October 2 at the office of D. W. Ross, general purchasing officer, Isthmian Canal Commission, Washington, D. C., for furnishing bathtubs, water-closets, showers, sinks, lavatories, urinals, laundry tubs, etc. Blanks and full information may be obtained from the office of the general purchasing officer or of the offices of the assistant purchasing agents, 24 State street, New York, N. Y.; custom-house, New Orleans, La.; also from chief quartermaster, Department of the Lakes, Chicago, and the Commercial Club, Mobile, Ala.

School Furniture.—Board of education, J. F. Wilson, chairman, Poulton, Ga., is in the market for school furniture for two rooms.

Sewerage System.—Board of bond trustees, J. C. Sheffield, chairman, Lake City, Fla., will receive bids until October 20 for constructing a sanitary sewer system and for furnishing material for same. Work will embrace approximately seven miles of pipe sewers from 6 to 12 inches in diameter. Certified check for \$1000 or a satisfactory guaranteed bidders' bond must accompany each bid. Plans and specifications will be on file, and may be seen at the office of W. W. Lyon, C. E., Palatka, Fla., and copies of specifications and forms, etc., may be obtained from the chairman. Usual rights reserved.

Stamping Machinery.—See "Canmaking Machinery."

Starch Machinery, etc.—J. McD. Forney, Rock Hill, S. C., wants addresses of manufacturers of machinery for making starch and of starch manufacturers.

Steamfitting Supplies.—Long & Walker, Box 221, Concord, N. C., will be in the market for steamfitting supplies.

Steam Shovels.—See "Contractors' Equipment."

Steel Jail Cells.—Board of county commissioners of Oklahoma county, Oklahoma City, O. T., will receive bids until October 23 for cells for the new county jail. Bids will be received upon plans and specifications of the board and also upon original plans by the bidders. Certified check for \$1000 must accompany bid. Usual rights reserved. Ed. Overholser, chairman board of county commissioners; E. S. Blackburn, county clerk.

Tiling.—H. E. Bonitz, Wilmington, N. C., wants prices on tiling.

Tunnel and Shafts.—Sealed proposals endorsed "Proposal for Tunnel and Shafts" and addressed to the Board of Public Works, City

Hall, Kansas City, Mo., will be received until October 14 for furnishing all the material, labor and appliances to construct two shafts of eight feet inside diameter and connecting the same under the Kaw river with a tunnel of seven feet inside diameter and about 1125 feet in length, in accordance with plans and specifications on file in the office of the water department, Kansas City. All proposals must be made upon the printed forms furnished by the Board of Public Works. All bidders should make examinations as may be necessary to inform themselves in respect to local conditions before submitting proposal. Certified check for \$5000, payable to the city comptroller, must accompany each bid. Usual rights reserved. Everett Elliott, secretary Board of Public Works.

Wood Stainings.—Frank Wright, Cave Springs, Ga., wants information as to staining yellow pine, yellow poplar and oak to imitate other woods, and prices on materials.

Woodworking Machinery.—R. A. Wheeler, High Point, N. C., is in the market for a line of embossing (molding) machines, and probably also for dowel machines.

Woodworking Machinery.—See "Package-factory Equipment."

Woodworking Machinery.—See "Box and Barrel Machinery."

MEXICO.

Cyanide Plant.—The Veta Colorada Mining & Smelting Co. of Parral, Chihuahua, will build a 500-ton cyanide plant at Parral. J. N. A. Connor, recently with the American-Mexico Mining & Developing Co. of San Lorenzo, Chihuahua, has been engaged as superintendent.

Hotel.—The Lake Chapala Agricultural & Development Co., Dwight Furness, president, Guadalajara, Jalisco, will build a hotel of 50 rooms.

Mining Plants.—The Guanajuato River Mining Co. of Guanajuato, Jalisco, is preparing to install centrifugal pumps, jigs and concentrators and other modern machinery to facilitate developments of its mining properties. George W. Bryant and George H. McIlhenney of Guanajuato are managing the work proposed.

Mining Developments.—The Queen Gold Mining Co. is preparing to develop its mining properties near Cananea, Sonora, some 360 feet of development work having already been completed. I. D. Reedy is president of the company.

Smelting Plant.—The Arizona-Mexican Copper Co. of Caborca, Sonora, will build a smelting plant of 100 tons capacity to cost about \$100,000. J. E. Hubinger of Denver, Col., is said to be the company's president.

Railways.

Steam Railroad.—A. J. Peyton of New York is reported as saying that the line has been financed and nothing stands in the way of beginning construction soon on the proposed railroad from Irapuato to Tacambaro. Edison Chamberlain is president of the company.

Steam Railroad.—M. C. Miller of Minneapolis is reported to have been granted a concession for a railroad from Guadalajara to San Miguel Allende on the National Railroad.

INDUSTRIAL NEWS OF INTEREST

Hardware Stock on the Market.

A hardware stock valued at about \$10,000, located in a progressive little city of 10,000 inhabitants, is offered for sale by the Winslow Mercantile Co., Box 186, Livingston, Mont.

Crompton-Thayer Worsted Mills.

The C. A. Root Company of Uxbridge, Mass., will complete its new addition in the course of 20 days and will install from 20 to 30 new Crompton-Thayer worsted looms. These looms are made by the Crompton-Thayer Loom Co. of Worcester, Mass.

Wants to Borrow \$200,000.

Investors who are in a position to furnish \$200,000 on a first mortgage loan at 6 per cent. can learn of such a proposition in the South by addressing J. Box 267, Waynesville, N. C. In this instance the assets are over \$600,000 and improving every day. The fixed income is 12 per cent.

Opportunities for Investment.

Capitalists prepared to invest \$80,000 in a Southern proposition are invited to address S. A. Jones, Waynesville, N. C. The latter wants the amount named to take up an estate at 6 per cent. for five years for half the net gain above principal and 6 per cent. at the end of five years.

Pine Timber Lands Offered.

Manufacturers of lumber or investors in timber lands who may be in a position to take 40,000 acres of pine lands in the South can address L. E. Morgan of Moultrie, Ga. Mr. Morgan offers for sale a tract of that extent, 20,000 acres being boxed and 20,000 virgin land, all well located.

Roebeling Wire Rope Prices.

Dealers in and buyers of wire rope manufactured by the John A. Roebeling's Sons Company of Jersey City, N. J., are advised to note that a new discount sheet has been issued. This sheet lists the discounts taking effect September 21 and applies to price-lists of November, 1903. Interested parties can address the company for copies of the new list.

Maryland Coal & Coke Co.

The Maryland Coal & Coke Co., Union Trust Building Baltimore, Md., announces that it has appointed Sloan, Howell & Co., Inc., Harrison Building, Philadelphia, Pa., its agents for the sale of coal and coke in the State of Pennsylvania east of the Susquehanna river. B. N. Cole will be sales manager. The Maryland company also states that it has appointed J. Frank Brown shipping and sales agent at Norfolk, with offices at 53 Commercial Row.

A Brick Plant Offered.

An established brick plant is offered for sale by its owners. It is equipped with modern machinery for manufacturing 10,000,000 to 20,000,000 bricks annually, and an inexhaustible supply of clay and sand is at hand, as well as railway facilities and a good market. For information write the Diamond Brick Co. of Brandt, Pa.

A Hardware Opportunity.

A practical hardware man familiar with the South can obtain an interest in a well-established retail hardware business in that section. This business is located in a progressive Southern city, and offers a good opportunity to the right man. For information address X. Y. Z., care of the Manufacturers' Record.

Cotton Machinery for Sale.

Cotton manufacturers in need of additional machinery may be interested in an offer of the following for sale: 16 26-inch top flat cards, mill clothed; two six-delivery drawing-frames, two railway heads, all of Lowell (Mass.) Machine Shops make, in good order and ready to be shipped. This machinery is offered by the Lakeview Manufacturing Co. of Fayetteville, N. C.

To Handle Reeves Engines.

Power users in the territory tributary to St. Paul, Minn., will be interested in the announcement of the Reeves Engine Co. of Trenton, N. J., that it has arranged for representation in the St. Paul territory. This arrangement has been made through the company's manager at Chicago, Joseph B. Hall, and it names the Dwyer Plumbing & Heating Co. of St. Paul to handle the territory. F. J. Spriggs, M.E., will be in charge of engineering matters for the Dwyer Company.

Good Contract for Bury Company.

The city of Houston, Miss., has awarded a contract to the Bury Compressor Co. of Erie, Pa., for a straight-line steam-driven compressor to pump water for municipal uses. This is an important contract and a tribute to the machinery built at the Bury works. The Bury Compressor Co. is the successor of the Herron & Bury Manufacturing Co., and its extensive plant at Erie is at present busily engaged in building air compressors. It is, however, in a position to accept additional contracts for prompt fulfillment.

The Bury Compressor Co.

An announcement that will interest buyers of air compressors comes from the Bury Compressor Co. of Erie, Pa., manufacturer of compressing equipment. This announcement advises the trade that the name of the Herron & Bury Manufacturing Co. has been changed to the Bury Compressor Co. With enlarged shops, increased facilities and the addition of new types and sizes of air and gas compressors and vacuum pumps the new company will strive to excel its past efforts and continue to produce nothing but machinery of the highest character.

Electric Business Active.

The Electric Supply Co. of Savannah, Ga., reports business as exceedingly brisk. It has on file contracts for several electric-light plant and residence wiring at Monroe and Fort Valley, Ga., and has just closed contracts for chandeliers and wiring of the new city hall and the National Bank Building, both in Savannah. The Electric Supply Co. is also wiring the mills of the Savannah Lumber Co. and the Mutual Fertilizer Co.'s works at Savannah. Its business has been very good during the past three or four years. In addition to the contract work noted, a large quantity of electric supplies is being disposed of in the South by the Electric Supply Co.

Contracts for Municipal Plant.

The city of Lagrange, Ga., has awarded the contracts for its municipal electric-lighting plant. Contract for furnishing the generators was given to the Crocker-Wheeler Company of Amper, N. J., at \$2631.30; for the engines to the Ball Engine Co. of Erie, Pa., and for boilers and stacks to the Lombard Iron Works of Augusta, Ga., both contracts amounting to \$6000; for the arc lamps, instruments, switchboards, etc., to the Westinghouse Electric & Manufacturing Co. of Pittsburgh, Pa., at \$2800; for the electrical distribution (poles, lines, wiring, etc.) to the Ryan Construction Co. of Independence, Ind., at \$8594.

Ideal Locations for Factories.

Ideal locations for furniture factories, dimension stock mills and other kinds of manufacturing plants using lumber are found at Marlinton and Durbin, W. Va. Both these cities are near all the large and small mills

in Pocahontas county, and their advantages include railroad transportation facilities, good water, high altitude and other factors in successful enterprise. Marlinton is the county-seat of Pocahontas county and Durbin is the junction point of the Coal & Iron Railroad and the Chesapeake & Ohio Railroad. A large area of timber in the territory is about to be cut and will furnish lumber at low prices to manufacturers. Specified details regarding factory sites in and around Durbin and Marlinton can be obtained by addressing John Alexander of Marlinton. He will furnish interesting information to inquirers.

What a Lubricant Did.

A good idea of what Albany Grease will accomplish may be obtained from the experience of W. Cook, chief engineer of Hotel Robinson, San Diego, Cal., who writes Messrs. Adam Cook's Sons, 313 West street, New York city, the only makers, as follows: "I have given your grease a hard test, with the result that it will be the only lubricant used in our plant. The result of a trial on the crank of our 14x20 Atlas engine (which required three pints of engine oil for a five-hour run, and then ran hot) was that a No. 2 Perfect Compression cup holding one-quarter pound of grease was sufficient to lubricate the crankpin referred to for 20 days, or 50 hours running, and on all other bearings the grease was equally satisfactory. No. 'X' gives better satisfaction than Nos. 2 and 3 which you sent, owing to the tropical climate."

Underground Cable and Duct Pipe.

The city of Baltimore is steadily continuing its plans for underground telephone, telegraph and electric wires of all kinds, and the construction of the underground conduits and the laying of the cables requires large quantities of electrical materials from time to time. Just at present the city is asking for proposals to furnish underground electric cable and special duct, about 45,000 feet of the former to be used and 250,000 feet of the latter. Manufacturers and contractors in this branch are invited to investigate the plans and specifications and bid on supplying these materials. The proposals are to be opened October 4 by the Board of Awards, and full information will be supplied by Charles E. Phelps, Jr., chief engineer of the Electrical Commission, offices in the City Hall, Baltimore, Md. (In another column can be seen the authorized advertisement of the commission calling for the bids.)

Settled in Savannah.

Mr. H. Wallin, architect, went from New York to Savannah to assist in the designing and construction of the new National Bank Building, and as his work is completed he was so charmed with the city he has decided to locate there and do business in the Southern States. Mr. Wallin was a student in the Royal Academy of Stockholm and also of the Art Students' League of New York, and when he completed the much-talked-of bronze electroliers in the Isles of Safety on Broadway in front of the Hotel Astor he was elected a member of the Municipal Art Society of New York. The electroliers cost \$10,000, and the Gorham Manufacturing Co. was six months making them. Mr. Wallin studied in the life classes with Kenyon, Cox and D. C. Brush and in the modeling classes with Professor St. Fardens, all artists of note. His work in New York has been mostly on skyscrapers, although he has designed interior and exterior monumental work on hotels and residences and has had considerable experience in landscape engineering.

Mechanical Rubber Co. Annual.

An enjoyable and very profitable meeting, combining the sales, manufacturing and advertising departments of the Mechanical Rubber Co., formerly the Chicago Rubber Works, Chicago, met September 21 in the German room of the Grand Pacific Hotel as a conclusion of the house convention. Included in the sales department were D. C. Blanchard, general manager; J. E. Spencer, sales manager; H. M. King, manager mechanical department, and F. D. Williams of the specialty department. Representative of the manufacturing end were Messrs. Smith, Wilson and Johnson, while W. G. Lindsay, E. B. Holliday and Jos. R. Gillman included the traveling force and Messrs. R. B. Corcutt, Mr. C. A. DeMun and W. S. Moore completed the city selling force. The sales department reported an unusually successful season in the volume of business transacted and in the large number of new accounts opened. They are looking forward to a better showing for the coming season. The manufacturing department, not to be outdone, had several surprises in the shape of many improvements in the line of manufacture as well as additions of new articles

not heretofore made. The advertising department pointed with pride at the many samples of distinctive and result-producing literature issued during the year.

Moeschl-Edwards Corrugating Plant.

With the continuation of building activity throughout the South one of the classes of building materials in demand is iron, steel and galvanized roofing, siding and ceiling, eaves trough and conductor pipe. Consumers and dealers do not find it necessary to go outside of the South for the materials referred to, and among the factories which are supplying their needs is the Moeschl-Edwards establishment at Covington, Ky. This plant is operated by the Moeschl-Edwards Corrugating Co. (which recently purchased the plant and business of the Kentucky Iron Roofing & Corrugating Co.), and has in stock a large assortment, said to be second to none in the market. The Moeschl-Edwards Corrugating Co. is composed of Messrs. Frank A. Moeschl and C. B. Edwards, both of whom have had an experience of 20 years in this branch of industry, and are thoroughly acquainted with the requirements of the trade. They are prepared to submit statements and prices as to iron and steel roofing, siding and ceiling and the accompanying parts.

Demand for Mechanical Stokers.

That the mechanical stoker has reached such a state of perfection as to be considered indispensable in the equipment of modern boiler plants is indicated by the large number of orders booked by the Westinghouse Machine Co. of Pittsburgh, Pa., for the Roney stoker, a type of their exclusive manufacture. During the past 10 years this company has developed the Roney stoker by successive improvements until it has become capable of meeting successfully all the requirements of heavy modern service. During the past month orders have been received for no less than 51 Roney mechanical stokers, ranging in size from 54x20-inch grate to 132x26-inch grate, the largest of the orders being that of the Pennsylvania Railroad for six 132x26-inch grate stokers and five 100x20-inch grate stokers. A large order comes from the Ohio Hospital for Epileptics, Gallipolis, Ohio; also others from the American Bridge Co., Ambridge, Pa.; National Tube Co., Pittsburgh, Pa.; Detroit United Railway Co., Detroit, Mich.; York Engineering Co., York, Pa.; Proctor & Gamble Company, Cincinnati, Ohio; Union Rolling Co., Cleveland, Ohio; Gulfport & Mississippi Coast Traction Co., Gulfport, Miss.; United Presbyterian Board of Publication, Pittsburgh, Pa.; Indiana Boys' School, Plainfield, Ind.; B. & O. Office Building, New York, and the Railway Exchange Building, Chicago, Ill.

Fourteen Subaqueous Tunnels.

The two tunnels of the New York & Long Island Railroad under East river between New York and Long Island City brings the total number of subaqueous tunnels entering Manhattan Island up to 14. The new railroad will connect with the subway system at Third avenue and 42d street, where a large subterranean station will be built 80 feet below subway grade. Escalators will carry passengers from Long Island to the subway station and the surface. At the eastern terminus connection will be made with surface lines on Long Island. The Degnon Contracting Co. has contract for the new tunnels, and has placed one of the largest machinery orders of recent times with the Ingersoll-Sergeant Drill Co. of New York. This order includes 14 air compressors of two different types. Eight are of duplex compound class "HC" pattern, with steam cylinders 16 and 28 inches in diameter, air cylinders 25 1/4 and 16 1/4 inches in diameter, and a stroke 16 inches. Each unit has a free air capacity of 1205 cubic feet per minute. The other six are of a straight-line class "A" type, with a 24-inch steam cylinder, 26 1/4-inch air cylinder and a stroke of 30 inches. The capacity of each is 1444 cubic feet per minute. The aggregate free air capacity of the 14 compressors is 18,304 cubic feet per minute. The aggregate free air capacity of these machines is 138,425 cubic feet per minute, and the pressures delivered range 30 to 150 pounds.

TRADE LITERATURE.

Some Fort Wayne Literature.

Those who are interested in the latest developments in electrical machinery and accompanying appliances, arc-lighting systems, transformers, etc., will find valuable data for their consideration in some Fort Wayne literature which is now being distributed. This literature is comprised in Bulletins no. 1068, 1067 and 1070, describing type M induction motors, type A transformers and series A.C. arc-lighting system, made by the Fort Wayne Electric Works, manufacturers of the

"Wood" systems. The latest products of the company's extensive manufacturing plant at Fort Wayne, Ind., are described, accompanied by illustrations to elucidate the text.

Ludlow-Saylor Wire-Cloth Products.

The hardware trade will find of interest the special catalogue of fly screen cloth, galvanized hardware cloth, hex nettings, etc., issued by the Ludlow-Saylor Wire Co. These products are offered for use in all avenues where wire cloth of the character indicated is demanded. Their manufacture in the best manner of the best wire makes them of superior merit, and those who have handled and used them heretofore have not found the Ludlow-Saylor wire-cloth products lacking in the features looked for. In the new special catalogue the goods are illustrated and listed, showing the mesh and colors, etc., and there is included reference to screens, riddles and various articles made of wire cloth. Write the Ludlow-Saylor Wire Co. at St. Louis, Mo., for copy of this latest catalogue of its products.

Air-Lift Pumping.

The air-lift pump is a device for lifting water from wells by compressed air. An equipment includes an air compressor, an air receiver and well piping. The system operates without shock, jar or noise; it has no part subject to wear or injury; it will lift more water from a given well than any other method of pumping, so its advocates claim. This subject of air-lift pumping is treated of in a little leaflet which the Ingersoll-Sergeant Drill Co. of New York has issued. This company owns patents broadly covering the system of pumping referred to, and states that they are the very essence of economy, simplicity and reliability in pumping water. The leaflet merely invites attention to the subject which it is expected will lead to further investigation by those interested. Write the company for "Air-Lift Pumping."

The Emmert Vises.

The attention of the trade, manufacturers and machinists is invited to the new catalogue of Emmert vises which has been issued recently. This booklet is in pocket size and contains a presentation of the superior features of the Emmert quick-acting bench vises and other types, drill attachments, lathe dogs, etc. It illustrates the various devices and tells of the extreme simplicity, strength and durability of the plan, the limited number of parts, the adjustable jaw and swivel-base locking device, which is quick-acting, and other features which have made the Emmert products in such large demand among discriminating users and dealers. The Presto Quick-Acting Vise, the Standard Parallel Machinist's Vise and the Presto Quick-Acting Cabinet Makers' Vise are the leading Emmert products, which have placed the Emmert Manufacturing Co. in the front rank of vise-makers. Write the home offices at Waynesboro, Pa., for catalogue of the Emmert Patent Universal Vises.

De Laval Steam Turbine Machinery.

Progressive men who are interested in the recent developments in the steam turbine world will find information of value to them in a pocket size illustrated pamphlet issued by the De Laval Steam Turbine Co. of Trenton, N. J. The publication presents brief descriptions of the different types of high-grade and motor-driven machinery manufactured by the company for the past four years. The output includes turbine dynamos, centrifugal pumps, turbine motors, steam turbine pumps, electro-motor pumps, turbine blowers, etc. Engineers who have not kept posted regarding the developments presented in De Laval turbine equipments should not fail to know that the company says it has more steam turbines in successful operation in the United States than all the other manufacturers, and that the four European companies building this class of apparatus have produced over 125,000 horse-power in the last 15 years. The company's executive offices are at 74 Cortlandt street, New York.

XXth Century Heating Plants.

After 10 years' experience in the manufacture of high-grade apparatus, the XXth Century Heating & Ventilating Co. is bringing before the trade the XXth Century Hot-Water and Steam Boiler. This company states it is the only concern up to this date that has been able to produce and offer the trade a high-class water-tube boiler, with water-containing baffle tubes, an inclined construction throughout, assuring perfect and rapid circulation and perfect combustion by permitting the hot gases to pass through the heater, parallel with and surrounding the tubes without separation. Having embodied in this construction the XXth Century Fire Pot, so well and favorably

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known to the trade, by the introduction of heated air (through the openings especially provided) around the outer walls of the fire chamber, makes the XXth Century a most economical, efficient and desirable heater. An illustrated pamphlet presenting details has been issued. Write for one, addressing the XXth Century Heating & Ventilating Co., Akron, Ohio.

Cincinnati Milling Machines.

A new catalogue of Cincinnati milling machines is ready. It illustrates the complete line of milling machines and attachments made by the Cincinnati (Ohio) Milling Machine Co. The latter has recently added four new sizes of plain millers, the Nos. 0½, 1½, 1-B Plain, all of which are designed for the quick handling of light work and particularly adapted for the use of manufacturers of hardware and similar goods. The No. 5 is the largest size of plain machine, and intended for a general line of heavy milling. The introductory pages of the catalogue illustrate and describe the new and more important features of the machines at length. Among the new attachments will be found one for high number indexing, one for rack indexing, an attachment for milling large cams and an attachment for milling worm wheels. There is also shown the Cincinnati arrangement for direct-connected motor-driven millers. The speed tables for high-speed steel cutters will be found valuable to users of such machines.

National Electric Co. Literature.

Bulletins Nos. 355 and 357 have been issued by the National Electric Co. of Milwaukee, Wis. They tell of the company make of direct-current belt-driven generators and the Christensen airbrake equipments. The generators are noted for simplicity and their substantial proportions; insulation and ventilation have received careful consideration, and the design embodies many new features of advantage to the user. They are built in capacities from 50 to 500 kilowatts, speeds and voltages to suit requirements and conform in every respect with standard rules adopted by the American Institute of Electrical Engineers. The airbrake equipments are highly successful, more than 15,000 being in use today. With the introduction of modern high-speed electric cars for urban and interurban service the necessity of equipping with airbrakes becomes essential, for the reason that increased schedules are made possible, quicker stops are produced and the car is always under the control of the motorman. These are factors that brought about the introduction of the Christensen airbrakes.

Power-Transmission Engineering.

The new catalogue of the Dodge Manufacturing Co., to which reference has been made in this column recently, is of the standard size, 6x9. The book contains 416 pages, and has been prepared for the express purpose of furnishing all those interested in power-transmission equipment with the most up-to-date and dependable data that can be compiled, making it a veritable textbook on this subject. A most commendable feature is the coding of the entire book, and that, too, in alphabetical order. Certain combinations have been effected requiring but one codeword to designate certain information that in tables and price-lists as are ordinarily coded takes from eight to ten words. The American system of rope transmission has been entered into and exploited very thoroughly. This standard edition is bound in library style with rigid backs, and is intended for desk purposes only. To meet the demand for a 4x6 pocket edition the company has had a complete reduction made, known as C7 Junior, and is now ready for distribution. In writing to the company address the main offices at Mishawaka, Ind.

Rust—How to Prevent It.

Rust results from the chemical action between iron and oxygen. The latter is ordinarily supplied from the air, moisture, acids and gases. The presence of rust itself promotes more rapid action; in other words, rust produces rust. The best preventive, therefore, is that which not only keeps the destructive agencies from contact with the metal for long periods, but which absorbs any rust or moisture, either of which may have escaped notice during the application of the rustproof material. Experience shows that a properly prepared paint capable of producing an elastic coating which shall adhere firmly and permanently to the metal without cracking or peeling under the various conditions to which it is exposed is best adapted to prevent rust. The next thing to be considered is "what paint fulfills those requirements?" The reply to this is presented in a neat illustrated vestpocket leaflet which the Detroit Graphite Manufactur-

ing Co. of Detroit, Mich., has issued. Superior Graphite Paint is the material offered. It is used in protecting the structural steel of buildings and bridges, corrugated roofs, metal in other forms of construction, wood, brick and stone surfaces, canvas, etc. Write the company for a copy of its booklet if you are interested in this subject.

Cotton-Mill Machinery.

Industrial development has reached the point where the success of any enterprise hinges upon bringing to bear in the construction of the plant the accumulated knowledge and experience of the best men in special lines of manufacture. In no industry is this more necessary than in textile manufacturing. If you are considering the building of a cotton mill, the erection of an addition, the reorganization of new machinery or any other action in establishing, enlarging or improving a cotton factory, you need the services of an experienced engineer and machinery expert. People who are in need of advice of this character are advised to glance through the pages of the little booklet on cotton mills and cotton-mill machinery, which has been issued by the D. A. Tompkins Company of Charlotte, N. C. This company calls attention to its experience and facilities for rendering valuable and satisfactory service both as engineers and contractors, it having built and equipped some of the best-known and most successful cotton mills in the South. It also manufactures looms for plain and fancy weaving, the Tompkins dobby, improved spinning-frame, spooler, band machine, size kettles and other specialties which have proven their superiority in actual service. Write the company for its literature on cotton-mill equipments. You should not fail to have the Tompkins books at hand for reference.

Charging and Manipulating Apparatus.

Owners of open-hearth furnaces and progressive managers of such plants will find interesting reading in the large illustrated pamphlet now being issued to describe the Wellman patent open-hearth charging and manipulating apparatus. The Wellman-Seaver-Morgan Company of Cleveland, Ohio, manufactures the apparatus, and has supplied it to not only leading steel works of America, but also to a large number of plants in foreign countries. The list of charging machines presented speaks for itself, as to the extensive adoption of these celebrated labor-saving and cost-reducing machines and to their use is directly traceable a very large proportion of the economies secured in the modern manufacture of steel. To meet the varying requirements of different plants the machines are built in a variety of sizes and in three types, as follows: High type, low type and overhead or crane type. A complete detailed description of the Wellman Patented Open-Hearth Furnace Charging Machines and Charging Boxes will be found in the pamphlet. The latter is a handsome specimen of trade literature, its letter-press and photographic reproductions of the machinery in reference being exceptionally perfect. Inquirers who are interested in this important auxiliary to the operation of open-hearth furnaces are invited to write the company for a copy of the pamphlet.

Concerning Steam Traps.

In modern steam plants the operating department must be constantly on the alert for opportunities to reduce running expenses and lessen the cost of production. The direct bearing of leaks and losses on economy is fully realized. There can be no economy where there is no efficiency. An important factor in obtaining this economy is the steam trap, and it is desired to direct attention to the Youngstown steam trap, manufactured by the Youngstown Steam Trap Co. of Pittsburgh, Pa. This trap is the invention of practical men after years of experience in this line in large plants, and in perfecting its invention it states it has overcome all the difficulties in steam-trap design and construction. The Youngstown trap is governed by the permanent laws of gravity. It has no pins to wear out, no float to leak, sink or collapse, no small levers to become disarranged or broken, no valve discs or seats to cut out and leak, but it has a hardened bronze ball for a discharge valve, resting on a countersunk seat in the trunnion, and makes an absolutely tight discharge arrangement. Another good feature is that you can see it work. It has to move to discharge the water. A complete descriptive illustrated catalogue of the Youngstown steam trap has been issued and will be sent to any inquirer. While the company's works are at Youngstown, Ohio, its main offices are in the Keystone Building at Pittsburgh, Pa., where all correspondence should be addressed.

FOURTH ANNUAL REPORT

OF THE

Louisiana & Arkansas Railway Company

YEAR ENDED JUNE 30, 1905.

Texarkana, Ark., August 29, 1905.

To the Stockholders and Bondholders of the Louisiana & Arkansas Railway Co.:

Satisfactory results attended the operation of the Louisiana & Arkansas Railway during the fiscal year ending June 30, 1905. Owing to the further development of the tributary country and the continued prosperity of its principal industries, the Company's revenue increased in all departments. Gross earnings advanced from \$4768 per mile of operated road in 1904 to \$5042 in 1905, the increase being 5.75 per cent., while net earnings rose from \$1467 per mile to \$1927, an increase of 31.36 per cent.

During the year the extension from Winnfield to Jena, La., 39.43 miles, was added to the operated mileage. The opening of this extension gives your road an additional connection with the St. Louis, Iron Mountain & Southern Railway at Georgetown. The average mileage operated for the year was 167.48 miles, as against an average of 147.77 miles in 1904.

Considerable work has been done in ballasting and widening the embankments. Bridges and other structures have been maintained in good condition.

The large plant of the Trout Creek Lumber Co. at Trout, La., with a daily capacity of 150,000 feet, has been in operation for several months; also the plant at Cotton Valley, La., which has a capacity of about 60,000 feet per day. Several smaller industrial enterprises have been established during the year, such as saw-mill plants, spoke factories, cotton gins, etc.

A noteworthy development in the farming industry during the coming year is expected. Mr. R. L. Pritchard, Industrial and Immigration Agent, has met with good success along this line during the past year, though the present season has been unusually wet and unfavorable. The work is now well under way, and, with favorable weather conditions, it is expected that many settlers will be induced to locate in the country tributary to your road. A company has been organized to develop the naval-stores industry in Catahoula Parish, and it is expected that considerable tonnage will be the result at an early day.

Work is progressing satisfactorily on the extension from Packton to Alexandria, La., a thriving city of about 12,000 population, and one of the largest distributing points of the great Red River Valley.

A contract very favorable to your Company has been entered into with the St. Louis, Iron Mountain & Southern Railway Co. and the Texas & Pacific Railway Co. for the use of their tracks and bridge across Red River from Tioga, La., to a connection with terminals that have been bought in Alexandria, covering an area of about 45 acres. These grounds are very conveniently located, and, all things considered, will give your Company the best terminal facilities in Alexandria. The freight station will be located within three to five blocks of the business center of the city. The completion of this extension will give to your road connection with the Southern Pacific and Texas & Pacific systems, and with the St. Louis, Watkins & Gulf Railway. The contract above referred to covers also the use of the Iron Mountain passenger station in Alexandria.

CAPITAL STOCK.

During the year the outstanding capital stock was increased from \$2,625,000 to \$3,750,000. The total amount authorized is \$7,000,000.

FUNDED DEBT.

Under the Company's first mortgage the total amount of bonds authorized is \$7,000,000, limited to an average of not over \$20,000 per mile of completed road. The amount of bonds issued was unchanged during the fiscal year, the amount now outstanding being \$2,724,000, or \$14,551 per mile of completed road. A full description of the bonds will be found on page 21 of pamphlet.

IMPROVEMENTS AND ADDITIONS.

The expenditures for betterments and additions charged to capital accounts during the year amounted to \$51,272, as compared with \$24,598 for the previous year. A detailed statement will be found on page 29 of pamphlet.

A total of 79 miles of road has been ballasted with gravel from the Company's gravel beds near Stamps, Ark., and Searcy, La.

A large freight depot with necessary house and team tracks has been completed at Hope, and new depots have been erected at Taylor and Trout. Owing to the impossibility of getting otherwise good water at Georgetown, a large pond has been constructed and a tank erected.

The average number of tons per freight train has risen from 213 to 320, which fully demonstrates the wisdom of the purchase of the 75-ton locomotives that were put into service near the close of the previous fiscal year.

MILEAGE.

A summary of the mileage built and projected, as shown on the accompanying map, is as follows:

	Miles.
In operation June 30, 1905, Hope, Ark., to Jena, La.	187.20
Under construction, Packton, La., to Alexandria, La.	39.69
Projected, Jena, La., to Natchez, Miss.	47
Total	273.89

Average miles operated in 1901, 91.8 miles; 1902, 97 miles; 1903, 127.17 miles; 1904, 147.77 miles; 1905, 167.48 miles. Sidings, 25.5 miles. Rails in the 187.20 miles of line now in operation, \$2.43 miles of 75-pound steel and 194.77 miles of 60 pound steel.

INCOME ACCOUNT.

The income accounts for the fiscal years 1904 and 1905 are as follows:

	1905.	1904.	Increase.	Increase, per cent.
Average miles operated.....	167.48	147.77	19.71	13.34
Gross earnings.....	\$844,535	\$704,670	\$139,864	19.85
Operating expenses and taxes.....	521,712	487,795	33,917	6.95
Net earnings.....	\$322,823	\$216,875	\$105,947	48.85
Other income.....	20,050	24,185	*4,135	*17.10
Total net income.....	\$342,873	\$241,061	\$101,812	42.24
Fixed charges.....	141,351	125,604	15,747	12.54
Surplus.....	\$201,522	\$115,457	\$86,065	74.54

*Decrease.

The annual interest charge on the funded debt as now constituted amounts to \$136,200, or 39.72 per cent. of the amount available in the past year for the payment of fixed charges. Gross earnings, operating expenses (including taxes, reserves for replacements and other deductions) and net earnings per mile of road for the last two years compare as follows:

	1905.	1904.	Increase.	Increase, per cent.
Average miles operated.....	167.48	147.77	19.71	13.34
Gross earnings.....	\$5,912	\$4,768	\$274	5.75
Operating expenses and taxes.....	3,115	2,301	*186	*5.63
Net earnings.....	\$1,927	\$1,467	\$460	31.36

*Decrease.

The present interest charge is \$728 per mile of operated road, as compared with average revenue applicable to the payment of interest for the past four years of \$1753 per mile. Details of the income accounts for the fiscal years 1904 and 1905 will be found on pages 25 and 16 of pamphlet.

As compared with the previous year passenger earnings increased 30.25 per cent., and mail and express earnings increased 16.93 per cent. Freight earnings increased 19.23 per cent., and constituted 86.57 per cent. of the gross earnings, as compared with 87.02 per cent. the previous year. Passenger earnings averaged 2.35 cents per passenger per mile, showing no change from the previous year, and freight earnings averaged 1.39 cents per ton per mile, as against 1.70 cents in 1904. Freight earnings per ton increased from 67.42 cents in 1904 to 75.63 cents in 1905.

The passenger density increased 14.55 per cent., while the revenue freight density increased 28.68 per cent. The average revenue freight haul rose from 39.57 miles to 51.30 miles.

Comparative statistics of the freight and passenger traffic are given below:

FREIGHT TRAFFIC.

	1905.	1904.	Increase.	Increase, per cent.
Average miles operated.....	167.48	147.77	19.71	13.34
Number of revenue tons carried.....	966,766	969,502	57,264	6.30
Number of revenue tons carried one mile.....	52,494,856	35,894,497	16,599,449	45.85
Number of revenue tons carried one mile per mile of road.....	313,416	243,550	69,866	28.69
Total earnings from freight.....	\$731,144	\$613,215	\$117,929	19.23

PASSENGER TRAFFIC.

	1905.	1904.	Increase.	Increase, per cent.
Average miles operated.....	167.48	147.77	19.71	13.34
Number of passengers carried.....	148,198	108,888	39,300	36.09
Number of passengers carried one mile.....	2,883,336	2,239,813	643,523	28.83
Number of passengers carried one mile per mile of road.....	17,216	15,029	2,187	14.55
Total earnings from passengers.....	\$85,188	\$65,403	\$19,785	30.25
Total earnings passenger department.....	97,297	75,759	21,538	28.43

REPLACEMENT RESERVE FUNDS.

Amounts sufficient to maintain fully the property are included in operating expenses and set aside for replacements and renewals of maintenance of way and equipment. From reserves so created renewals are made as necessary. In the year 1905 the amount set aside for the replacement of ties was \$26,300, for replacement of rails \$14,720, and for replacement of equipment \$19,466. The amounts standing to the credit of reserve accounts June 30, 1905, were as follows: Tie Reserve, \$10,851; Rail Reserve, \$19,761; Equipment Reserve, \$102,396; Sundry Reserves, \$12,190; Total Reserves, \$205,197.

TRANSPORTATION RESULTS.

The 75-ton freight engines acquired during the fiscal year 1904 have made possible the more economical handling of freight. While the number of tons of revenue freight carried one mile increased 45.85 per cent., the revenue freight train mileage decreased 1.69 per cent.

The average trainload of revenue freight rose from 205 tons to 304 tons, or 48.29 per cent. Company freight included, the average trainload was 320 tons, as compared with 213 tons the previous year. Freight earnings per train mile increased from \$3.49 to \$4.23, or 21.20 per cent.

Passenger department earnings increased 28.43 per cent. during the year, and the number of passengers carried one mile increased 29.83 per cent. Passenger department earnings constituted 11.52 per cent. of the gross earnings, as compared with 10.75 per cent. the previous year. Individual receipts from passengers averaged 57.48 cents, as compared with 60.06 cents in 1904. Passenger department earnings per train mile averaged 70.07 cents, as compared with 64.62 cents the year before.

In the train statistics the mileage of mixed trains is added to freight and passenger mileage, three-fourths to the former and one-fourth to the latter. No helping engines are employed. The following tables show comparative results:

FREIGHT SERVICE.

	1905.	1904.	Increase.	Increase, per cent.
Average miles operated.....	167.48	147.77	19.71	13.34
*Revenue freight train mileage.....	172,851	175,830	2,979	1.69
Average revenue freight trainload, tons.....	304	205	99	48.29
Average cars per train.....	28.10	19.62	8.48	43.22
Freight earnings per revenue freight train mile.....	\$4.23	\$3.49	\$0.74	21.20

*Includes three-fourths of mixed train mileage.

PASSENGER SERVICE.

	1905.	1904.	Increase.	Increase, per cent.
*Passenger train mileage.....	138,859	117,242	21,617	18.41
Average number of passengers per train.....	20.76	18.94	1.82	9.61
Passenger department earnings per train mile.....	70.07	64.62	5.45	8.43

*Includes one-fourth of mixed train mileage.

The Company's books and accounts have been audited by certified public accountants, and their certificate appears below. Detailed statements of earnings, operating results, financial condition, etc., as submitted by the auditor are appended.

The efficient services of officers and employees are acknowledged with pleasure.

By order of the Board,

WM. BUCHANAN, President.

SCHEDULE I.—COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1905.	June 30, 1904.	Increase.	Decrease.
Cash on hand.....	\$300,776 14	\$202,558 67	\$98,217 47	
Cash in transit.....	9,525 13	11,479 80		\$1,954 67
Cash with financial agents.....	4,250 00	290 00	4,060 00	
Bills receivable.....	3,500 00		3,500 00	
Due from agents and conductors.....	2,666 36	2,377 47	288 89	
Due from individuals and companies.....	96,744 97	62,085 51	34,659 46	
Unexpired insurance.....	1,619 13	1,878 89		259 76
Total working assets.....	\$419,081 73	\$280,480 34	\$138,601 39	
Material and supplies.....	113,390 14	151,166 23		\$37,776 09
Cost of road.....	6,044,534 49	4,756,087 76	1,288,446 73	
Cost of equipment.....	672,823 00	637,676 92	35,146 08	
Total assets.....	\$7,249,829 36	\$5,825,411 25	\$1,424,418 11	
LIABILITIES.				
Audited vouchers.....	\$19,484 89	\$30,374 22		\$10,889 33
Unpaid wages.....	31,024 40	26,248 70	4,775 70	
Due individuals and companies.....	12,458 24	11,392 94	1,065 30	
Agents' drafts in transit.....	1,738 66	1,704 57	34 09	
Unpaid coupons.....	4,250 00	200 00	4,050 00	
Accrued interest on bonds.....	45,400 00	45,400 00		
Accrued taxes.....	7,074 00	5,156 81	1,917 19	
Miscellaneous reserve.....	500 00	1,499 18		999 18
Due trustees first mortgage.....	23,532 20	5,637 15	17,895 05	
Total working liabilities.....	\$145,462 39	\$127,613 57	\$17,848 82	
Miscellaneous reserves.....	205,170 31	126,758 17	78,412 14	
Surplus.....	4,250 00	202,039 51		202,039 51
Capital stock.....	3,750,000 00	2,625,000 00	1,125,000 00	
First mortgage bonds.....	2,724,000 00	2,724,000 00		
Total liabilities.....	\$7,249,829 36	\$5,825,411 25	\$1,424,418 11	

SCHEDULE II.—STATEMENT OF EARNINGS AND EXPENSES FISCAL YEAR ENDED JUNE 30, 1904, AND JUNE 30, 1905.

	1905.	1904.	Increase.	Per cent. of total earnings.
Average miles operated.....	167.48	147.77	19.71	1905. 1904.
Gross Earnings:				
Freight.....	\$731,144 37	\$613,215 91	\$117,929 46	86.57 87.02
Passenger.....	85,188 40	65,403 29	19,785 01	10.09 9.28
Mail.....	7,118 52	5,877 95	1,240 57	0.84 0.83
Express.....	4,990 11	4,477 91	512 20	0.59 0.64
Miscellaneous.....	16,094 28	15,696 65	397 63	1.91 2.23
Total gross earnings.....	\$844,535 68	\$704,670 81	\$139,864 87	100 100
*Operating Expenses:				
Maintenance of way and structures.....	\$144,032 92	\$136,062 42	\$7,970 50	17.06 19.31
Maintenance of equipment.....	99,499 59	103,289 07	3,789 48	11.78 14.66
Conducting transportation.....	226,438 07	207,958 93	18,479 14	26.81 29.51
General expenses.....	37,474 91	30,894 19	6,580 72	4.44 4.40
Total expenses.....	\$507,445 49	\$478,204 61	\$29,240 88	60.09 67.88
Taxes.....	14,266 66	9,490 63	4,776 03	1.69 1.34
Total expenses and taxes.....	\$521,712 15	\$487,795 24	\$33,916 91	61.78 69.22
Net earnings.....	\$322,823 53	\$216,875 57	\$105,947 96	38.22 30.78

*Note.—Operating expenses include charges for eventual replacement of equipment, rails and ties.

SCHEDULE IV.—STATEMENT OF PROFIT AND LOSS ACCOUNT FISCAL YEAR ENDED JUNE 30, 1905.

	1905.	1904.	Increase.
Balance July 1, 1904.....			\$201,522 12
Surplus income for year ended June 30, 1905 (Schedule III, pamphlet report).....			201,522 12
Special credit.....			5,000 00
Total credits.....			\$408,044 24
Sundry adjustments.....			3,364 97
Balance June 30, 1905, per Balance Sheet (Schedule I).....			\$404,679 27

SCHEDULE V.—COMPARATIVE STATEMENT OF INCOME ACCOUNTS FOR FOUR YEARS ENDED JUNE 30.

	1905.	1904.	1903.	1902.
Average miles operated.....	167.48	147.77	127.17	97.00
Gross earnings.....	\$844,535 68	\$704,670 81	\$592,534 22	\$478,531 59
Operating expenses.....	\$507,445 49	\$478,204 61	\$364,857 65	\$291,798 37
Taxes.....	14,266 66	9,490 63	6,849 00	3,776 50
Operating expenses and taxes.....	\$521,712 15	\$487,795 24	\$371,706 65	\$295,574 87
Net earnings.....	\$322,823 53	\$216,875 57	\$160,827 57	\$182,956 63
Other income.....	20,050 44	24,185 98	17,842 52	
Total net income.....	\$342,873 97	\$241,061 55	\$178,670 09	\$182,956 63
Interest on funded debt.....	\$136,200 00	\$123,164 18	\$69,277 45	\$31,500 00
Other interest.....		402 87	749 34	1,501 14
Other deductions.....	5,151 85	2,037 91		
Total deductions.....	\$141,351 85	\$125,604 96	\$70,026 79	\$33,001 14
Surplus.....	\$201,522 12	\$115,456 59	\$108,643 30	\$149,955 49

SCHEDULE X.—DESCRIPTION OF FUNDED DEBT.

First Mortgage Gold Five Per Cent. Bonds. Date of issue, September 1, 1902. Date of maturity, September 1, 1927. Principal and interest payable in gold, free of all taxes. Interest March and September. Rate of interest 5 per cent. Secured by first lien on all the property of the Company now owned or which may be acquired hereafter. Authorized, \$7,000,000; outstanding June 30, 1905, \$2,724,000, or \$14,551 per mile of road operated; reserved for the construction or acquisition of a bridge across the Black River and a bridge across the Red River, \$1,000,000; for extensions, equipment, improvement and betterments, \$3,276,000.

The entire issue, but no part, will be subject to redemption at 110 and accrued interest on any interest day after September 1, 1907. Beginning with 1907 (first payment due September 1) the bonds will be entitled to the benefit of a sinking fund of \$55,000 per annum, to be used by the Trustee in the purchase of bonds at a price not to exceed 110 and accrued interest. Should it be impossible to purchase bonds at this rate, the sinking fund may be invested in securities in which savings banks at that time are authorized to invest according to the laws of New York, New Jersey, Massachusetts or Connecticut.

Coupon bonds in the denomination of \$1000; may be registered either fully or as to principal only. Interest payable in New York at the office of Fisk & Robinson.

Patterson, Teele & Dennis,
Certified Public Accountants,

39 Broad Street, New York.

New York, August 11, 1905.

To the Stockholders and Bondholders of the Louisiana & Arkansas Railway Co.:

We have made an examination of the books and accounts of the Louisiana & Arkansas Railway Co. for the fiscal year ending June 30, 1905, and hereby certify that the Balance Sheet and Income and Profit and Loss Accounts published herewith are in accordance with the books, and we have satisfied ourselves that they accurately set forth the results of the year's operation and the financial conditions as at June 30, 1905.

PATTERSON, TEELE & DENNIS,
Certified Public Accountants.

FINANCIAL NEWS

The MANUFACTURERS' RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD, Baltimore, Md., September 27.

The Baltimore stock market has been quiet during the past week, but with some improvement in demand for investment securities. In the dealings United Railways common sold from 16 1/4 to 16 1/2; the trust certificates from 17 1/4 to 16 3/4; the incomes from 66 1/2 to 67 1/2, reacting to 65 1/2, with last sale at 66 1/2; trust certificates from 66 to 67 1/2; the 4s from 92 3/4 to 93 1/4; Consolidated Gas at 85 1/2; the 6s from 108 1/2 to 108 3/4; the 5s at 116; the 4 1/2s from 102 1/2 to 102 3/4; Seaboard common at 22 1/2 to 23; the new common from 25 to 25 1/2; the preferred at 46 to 46 1/2; the new first preferred at 89, and the new second preferred from 55 1/2 to 56 1/2; the 4s from 91 to 91 1/2, and the 3-year 5s at 100; Cotton Duck 5s sold from 82 to 83; Consolidated Cotton Duck common at 12 1/2 to 12 3/4, do. preferred at 34 to 33 3/4; G. B. S. common at 9; the incomes at 31 3/4 to 31 1/2; the scrip at 35, and the 1sts at 60 1/2.

Bank stocks sold as follows: Exchange, 180; Commercial and Farmers' white certificates, 135; Maryland, 22 1/2; Citizens', 28 1/2. American Bonding sold at 40 1/4, and United States Fidelity from 122 to 126 1/2.

Other securities were traded in as follows: Atlantic Coast Line common, 168; do. Consolidated 4s, 101 1/2 to 101 3/4; do. Connecticut 4s, certificates, 5-20s, 95; do. Atlantic Coast Line of Connecticut stock, 435; do. 5s, certificates, 115 1/2; do. South Carolina 4s, 104; Northern Central stock, 110 1/4 to 108; Alabama Consolidated Coal & Iron common, 63; do. preferred, 93 1/2; do. 5s, 91 1/4 to 91 1/2; Anacostia & Potomac 5s, 106 1/4 to 107; Maryland & Pennsylvania incomes, 62 to 61 1/4; North Baltimore 5s, 121 1/2; Raleigh & Augusta 6s, 125; North Carolina 4s, 103 1/4; Baltimore City 3 1/2s, 1930, 109; do. do. 1936, 110 1/4; do. do. 1940, 111 1/2; Georgia Southern & Florida 5s, 115 1/2; Virginia Century, 96 1/4; Baltimore, Sparrows Point & Chesapeake 4 1/2s, 94 1/2; Norfolk Railway & Light 5s, 94; Charleston Consolidated Electric 5s, 95 1/2 to 96; Georgia & Alabama 5s, 112 1/4 to 112 1/2; Norfolk Street Railway 5s, 113; Maryland Telephone 5s, 97 to 99; Virginia Electric Railway & Development 5s, 99 1/4; Wilmington & Weldon 5s, 119 1/4; Maryland Telephone 5s, general mortgage, 85 to 87; Norfolk Railway & Light stock, 13; Baltimore & Potomac main line 6s, 113 1/4; Baltimore City Passenger 5s, 106 1/4; Metropolitan Street Railway 5s (Washington), 118; Norfolk & Carolina 2d 5s, 119; Canton Company stock, 95; Atlanta Consolidated Street Railway 5s, 106 1/4; Baltimore Traction 5s, 118 1/2 to 118 3/4; City & Suburban 5s, (Baltimore), 114 1/4; Virginia Midland 3ds, 116 3/4; Consolidation Coal refunding 4 1/2s, 100 1/2; Virginia deferred, Brown Bros. certificates, 15 1/2; Lexington Street Railway 5s, 105 1/2; Virginia Midland 1sts, 191; Baltimore Brick 5s, 84 1/2; Atlantic Coast Line, new 4s, certificates, 94 1/2.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended September 27, 1905.

Railroad Stocks.	Par.	Bid.	Asked.
Atlanta & Charlotte	100	167	...
Atlantic Coast Line of Conn.	100	428	440
Georgia Southern & Florida	100	30	40
Georgia Sou. & Fla. 1st Pref.	100	100	101
Georgia Sou. & Fla. 2d Pref.	100	70	75
Norfolk Railway & Light	25	...	13 1/2
Seaboard Railway Common	100	23	...

Seaboard Railway Preferred	100	46 1/2	50
United Railways & Elec. Co.	50	...	16 1/2

Bank Stocks.

Citizens' National Bank	10	28	28 1/2
Commercial & Far. Nat. Bank	100	132 1/2	140
Com. & Far. Nat. Bk. Bk. Cfs.	100	145	160
Farmers & Mer. Nat. Bank	40	...	56
First National Bank	100	...	...
Maryland National Bank	20	21	22
Merchants' National Bank	100	169	...
National Bank of Baltimore	100	110	...
National Bank of Commerce	15	...	25 1/4
National Exchange Bank	100	180	182
National Howard Bank	10	11 1/2	...
National Marine Bank	30	38 1/2	40
National Mechanics' Bank	10	26	27 1/4
National Union Bank of Md.	100	122 1/2	...
Third National Bank	100	130	140
Western National Bank	20	38	38 1/2

Trust, Fidelity and Casualty Stocks.

American Bonding & Trust	50	38	40 1/2
Continental Trust	100	159 1/2	165
International Trust	100	142	...
Maryland Casualty	25	...	58
Trust & Deposit	140	160	...
Union Trust	50	...	58 1/2
U. S. Fidelity & Guaranty	100	126	127

Miscellaneous Stocks.

Alabama Con. Coal & Iron	100	...	62
Consolidated Gas	100	85	...
Consolidated Cotton Duck	50	12 1/2	13
Consolidated Cotton Duck Pfd.	50	33 1/2	34
G. B. & S. Brewing Co.	100	8 1/2	9 1/4

Railroad Bonds.

Albany & Northern 5s, 1916	93	96	...
Atlanta & Charlotte 1st 7s, 1907	105 1/2	...	...
Atlan. Coast Line 1st Con. 4s, 1952	101 1/2	102	...
Atlantic Coast Line 4s, Cfs., 1952	94	95	...
Atlantic Coast Line (Conn.) 5s	115	117	...
Atlantic Coast Line (Conn.) 4s	94	95	...
Atlan. Coast Line (S. C.) 4s, 1948	104	...	...
Balto. & Harborsburg Ext. 5s, 1938	98	119	...
Carolina Central 4s, 1919	98	...	...
Charleston & West. Car. 5s, 1946	114 1/2	115	...
Char. Col. & Aug. 1st 5s, 1910	119	...	...
Char. Col. & Aug. 2d 7s, 1910	110	...	...
Coal & Iron Railway 5s, 1920	104	106	...
Columbia & Greenville 1st 6s, 1916	117	...	...
Georgia & Alabama 5s, 1915	112 1/2	112 3/4	...
Georgia Car. & North. 1st 5s, 1929	111	...	...
Georgia Pacific 1st 6s, 1922	124	124 1/2	...
Georgia South. & Fla. 1st 5s, 1945	114 1/2	115 1/2	...
Maryland & Pennsylvania 4s, 1951	93 1/2	...	...
Petersburg, Class A 5s, 1926	113	...	...
Petersburg, Class B 5s, 1926	130 1/2	...	...
Potomac Valley 1st 5s, 1911	117	...	...
Raleigh & Augusta 1st 6s, 1926	124	...	...
Savannah, Fla. & West. 5s, 1934	118	...	...
Seaboard Air Line 4s, 1950	91 1/2	91 3/4	...
Seaboard Air Line 5s, 10-year, 1911	104 1/2	105	...
Seaboard Air Line 5s, 3-year	100 1/2	100 1/2	...
Seaboard & Roanoke 5s, 1926	110 1/2	115	...
Southern Railway Con. 5s, 1934	120	...	...
Virginia Midland 1st 6s, 1916	109 1/2	110 1/2	...
Virginia Midland 2d 6s, 1911	110	111 1/2	...
Virginia Midland 3d 6s, 1916	116	117 1/2	...
Virginia Midland 4th 3-4-5s, 1921	110	...	...
Virginia Midland 5th 5s, 1926	112	...	...
Western Maryland new 4s, 1952	89 1/2	89 3/4	...
West. North Carolina Con. 6s, 1914	114	116	...
West Virginia Central 1st 6s, 1911	109	...	...
Wilmington, Col. & Aug. 6s, 1910	108	...	...
Wilmington & Wel. Gold 5s, 1935	119 1/2	120	...

Street Railway Bonds.

Anacostia & Potomac 5s, 1949	107	108	...
Atlanta Con. St. Ry. 5s	106	106 1/2	...
Baltimore City Passenger 5s, 1911	107	...	...
Baltimore Traction 1st 5s, 1929	118	118 1/2	...
Central Ry. Ext. 5s (Baltimore), 1932	113	...	...
Charleston City Railway 5s, 1927	106	107 1/2	...
Charleston City Electric 5s, 1939	95 1/2	97	...
City & Suburban 5s (Baltimore), 1922	114 1/2	115 1/4	...
City & Suburban 5s (Wash.), 1948	105	...	...
Knoxville Traction 1st 5s, 1928	104	...	...
Lake Roland Elev. 5s (Balt.), 1942	119	...	...
Lexington Railway 1st 5s, 1949	105 1/2	111 1/4	...
Macon Ry. & Lt. 1st Con. 5s, 1953	99 1/2	100	...
Metropolitan 5s (Wash.), 1925	116	118	...
Newport News & Old Pt. 5s, 1938	91 1/2	96	...
Norfolk Railway & Light 5s	94 1/2	...	...
North Baltimore 5s, 1942	119	...	...
United Railways 1st 4s, 1949	93	93 1/2	...
United Railways 1st 4s, 1949	96 1/2	96 1/2	...

Miscellaneous Bonds.

Alabama Consol. Coal & Iron 5s	91 1/2	92	...
Consolidated Gas 6s, 1910	108 1/2	109	...
Consolidated Gas 5s, 1929	115 1/2	...	...
Consolidated Gas 4 1/2s, Cfs.	102 1/2	103	...
G. B. & S. Brewing 1st 3-4s	69 1/2	61	...
G. B. & S. Brewing 2d Incomes	32	...	...
Maryland Telephone 5s	99	100	...
Mt. V. & Woodby Cot. Duck 5s	83	83 1/4	...
Mt. V. & Woodby Cot. Duck Inc.	33 1/2	38	...
United Elec. Light & Power 4 1/2s	97	...	...

SOUTHERN COTTON-MILL STOCKS

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending September 26.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	83	90
Alken Mfg. Co. (S. C.)	84	89
Anderson Cotton Mills (S. C.)	100	106
Arkwright Mills (S. C.)	115	119
Augusta Factory (Ga.)	100	105
Avondale Mills (S. C.)	104	108
Bilb Mfg. Co. (Ga.)	101	101
Brandon Mills (S. C.)	101	104
Buffalo Cotton Mills (S. C.) Pfd.	98	98
Cabarrus Cotton Mills (N. C.)	136 1/2	...
Chadwick Mfg. Co. (N. C.) Pfd.	102	...
Chiquola Mfg. Co. (S. C.)	91	...
Clifton Mfg. Co. (S. C.)	103 1/2	...
Clifton Mfg. Co. (S. C.) Pfd.	101 1/2	106
Clinton Cotton Mills (S. C.)	92	95
Columbus Mfg. Co. (Ga.)	94 1/2	101
Courtenay Mfg. Co. (S. C.)	82	85
Dallas Mfg. Co. (Ala.)	59	76
Darlington Mfg. Co. (S. C.)	112	116
Eagle & Phenix Mills (Ga.)	120	...
Easley Cotton Mills (S. C.)	82 1/2	81
Enoree Mfg. Co. (S. C.)	89 1/2	102
Enoree Mfg. Co. (S. C.) Pfd.	79	...
Enterprise Mfg. Co. (Ga.)	175	...
Exposition Cotton Mills (Ga.)	63	68
Gaffney Mfg. Co. (S. C.)	63	68
Gaillard Cotton Mills (Ga.)	26	26
Granby Cot. Mills (S. C.) 1st Pfd.	60	65
Greenville Mfg. Co. (S. C.)	150	155
Greenwood Cotton Mills (S. C.)	100	105
Grendel Mills (S. C.)	104	106
Henrietta Mills (N. C.)	200	...
King Mfg. Co., J. P. (Ga.)	97	100
Lancaster Cotton Mills (S. C.)	100	105
Lancaster Cot. Mills (S. C.) Pfd.	97	98
Langley Mfg. Co. (S. C.)	90	96
Laurens Cotton Mills (S. C.)	161	...

Limestone Mills (S. C.)	96	101
Lockhart Mills (S. C.)	95	101
Lockhart Mills (S. C.)	90	91
Louise Mills (N. C.)	94	...
Louise Mills (N. C.) Pfd.	102	...
Marlboro Cotton Mills (S. C.)	61	68
Mayo Mills (N. C.)	200	...
Mills Mfg. Co. (S. C.)	98	...
Mills Mfg. Co. (S. C.) Pfd.	100	...
Monaghan Mills (S. C.)	100	103
Monarch Cotton Mills (S. C.)	81	...
Newberry Cotton Mills (S. C.)	116	...
Norris Cotton Mills (S. C.)	99	103
Odell Mfg. Co. (N. C.)	96	...
Orangeburg Mfg. Co. (S. C.) Pfd.	79	87
Orr Cotton Mills (S. C.)	108	...
Pacolet Mfg. Co. (S. C.)	146	150
Pacolet Mfg. Co. (S. C.) Pfd.	100	101
Pelzer Mfg. Co. (S. C.)	173	176
Piedmont Mfg. Co. (S. C.)	174	176
Poe Mfg. Co., F. W. (S. C.)	125	129
Raleigh Cotton Mills (N. C.)	100	...
Richland Cot. Mills (S. C.) Pfd.	60	...
Roanoke Mills (N. C.)	130	...
Saxon Mills (S. C.)	100	102
Sibley Mfg. Co. (Ga.)	67	63
Southern Cotton Mills (N. C.)	81	...
Spartan Mills (S. C.)	132	141
Springsteen Mills (S. C.)	100	...
Trion Mfg. Co. (Ga.)	131	140
Tucuman Mills (S. C.)	138	...
Union Cotton Mills (S. C.)	76	...
Union Cotton Mills (S. C.) Pfd.	95	...
Victor Mfg. Co. (S. C.)	113 1/2	...
Warren Mfg. Co. (S. C.)	99	101
Warren Mfg. Co. (S. C.) Pfd.	105	...
Washington Mills (Va.)	20	25
Washington Mills (Va.) Pfd.	93	96
Whitney Mfg. Co. (S. C.)	117	121
Wiscasset Mills (N. C.)	119	125
Woodruff Cotton Mills (S. C.)	170	102

Security Trust Co.

The tendency of the South to begin to finance its own business interests is illustrated in the organization of a new trust company at Spartanburg, S. C., known as the Security Trust Co., which has just been formed with a paid-in capital of \$100,000. The organizers were Mr. Wm. F. Glenn, dealer in stocks and bonds, and Mr. John W. Simpson, cashier of the First National Bank and treasurer of the Fidelity Loan & Trust Co. The charter of this company is very liberal, allowing it to do many things; the principal purpose, however, will be the underwriting and handling of high-grade bonds and like securities. It will be the intention of the Security Trust Co. to handle such business as is usually done by investing brokers and bankers and underwriters of the North and East, who have usually reaped the profits accruing from such transactions, which are by no means small. The Security expects to develop a large line of business in handling and underwriting securities, and is now negotiating for municipal bonds and other securities aggregating over \$1,000,000, which will be sold within a short time, and all within a radius of 150 miles of Spartanburg. That the Spartanburg section is a field for such an enterprise has long since been recognized, for that section of the South is rapidly becoming a center of large business operations involving the handling of many first-class securities not only of companies in the immediate vicinity, but throughout the South.

New Corporations.

Local interests are reported to be organizing a new bank at Acworth, Ga.

It is reported that another bank is to be established at Cameron, Texas, by local business men.

The Bank of Swifton has been incorporated at Swifton, Ark., with \$25,000 capital. R. C. Jones is president.

The People's Savings Bank of Wilmington, N. C., will, it is reported, establish a branch in the northern part of the city.

A new bank with \$50,000 capital will, it is reported, be established at Abingdon, Va., with Robert Copenhaver as cashier.

A new bank with \$20,000 capital is being organized at Middleton, Tenn., by J. S. Falls, Dr. J. D. Sasser, Jr., and James Moore.

It is reported that the Bank of Blue Mountain at Blue Mountain, Miss., capital \$25,000, will begin business about November 1.

About October 1 the Francis Bank & Trust Co. will be established at Francis, I. T., it is reported, by John and Charles Alexander.

The Dooly Savings Bank at Vienna, Ga., capital \$25,000, has been incorporated by J. C. Hamilton, Ed. Howell and K. R. Lewis.

It is reported that the Union Bank & Trust Co. of Lexington, Ky., will soon begin business with J. Tevis Wilkerson as president and J. W. Porter, cashier.

The Choctaw Building & Loan Co. of South McAlester, I. T., has been incorporated with \$10,000 capital by J. P. Dumas, H. W. Head, J. P. Boyd and W. W. Hise.

A new bank with \$50,000 capital is being organized at McKinney, Texas, by W. E. Stewart, vice-president of the Farmers and Merchants' Bank of Henderson, Texas.

The Globe Life Insurance Association of Washington, D. C., capital \$1000, has been incorporated by John J. Tunstall, William Elmer Nattress and Robert H. McNeill.

The Kosciusko Bank at Kosciusko, Miss., has filed its charter; capital \$50,000. The incorporators are J. F. McCool, C. L. Anderson, J. H. Gin, C. F. Carnes and others.

The State Bank of Marshall, Texas, capital \$50,000, has begun business with Charles Cobb, Jr., president; Marvin Turney, vice-president, and John Copeland, cashier.

The Farmers' Loan & Trust Co. of Bishopville, S. C., capital \$20,000, has been incorporated by W. A. James, L. A. Moore, W. R. Kennington, James W. Davis and C. J. Rollins.

The First State Bank of Sterling City, Texas, capital \$10,000, has been granted a charter. The directors are J. R. Ray, M. Z. House, A. V. Patterson, Cicero Smith and J. W. Parks.

The First National Bank of Hancock, Md., has begun business with U. B. McCandlish of Piedmont, W. Va., president; Robert J. McCandlish, cashier, and Hugh Hughes, assistant cashier.

The Atlantic Fire Insurance Co. of Raleigh, N. C., is being organized with \$125,000 capital by local business men. Among those interested are Col. Charles E. Johnson and H. W. Jackson.

The Howey Realty & Financing Co. of Oklahoma City, O. T., capital \$100,000, has been incorporated by W. J. Howey and J. D. Brown of Kansas City, and J. C. Brunner of Oklahoma City.

The Dill State Bank of Dill, O. T., has been incorporated, with \$10,000 capital, by I. C. Thurmond of Elk City, E. K. Thurmond of Sayre, O. H. Thurmond of Erick, A. L. Thurmond and S. E. Brown of Foss.

The First National Bank of West Point, Ga., capital \$25,000, has been approved. The organizers are L. Bernheimer, Montgomery, Ala.; J. R. Kelly, N. J. Greil, M. L. Greil and Wm. E. Holmway.

The Commercial National Bank of Abilene, Texas, has been approved; capital \$100,000. The organizers are J. C. Russell, Abilene, Texas; W. M. Lacy, J. M. Radford, J. F. Clark, Bruce E. Oliver and others.

The H. Y. Davis National Bank of Cave City, Ky., recently approved, capital \$25,000, has organized with the following officers: H. Y. Davis, president; S. B. Davis, cashier; E. C. Davis, assistant cashier.

The Security Trust Co. of Spartanburg, S. C., has been granted a charter; capital \$100,000. The incorporators are W. S. Glenn, J. W. Simpson, A. W. Smith, J. B. Lee, B. T. Earle and V. M. Montgomery.

The Hinton Banking & Trust Co. of Hinton, W. Va., capital \$25,000, has been granted a charter. The incorporators are J. F. Bigany, E. N. Faulconer, Will L.

Fredeking, E. L. Briers and J. R. Dolan, all of Hinton.

The Citizens' Bank of Adel, Ga., capital \$25,000, has been organized with the following directors: W. S. Witham, president; A. A. Parrish, F. H. Hall, F. B. Walker, J. W. H. Woodall and J. H. Parrish, directors.

The First National Bank of Salem, Mo., capital \$25,000, has organized with the following officers: George W. Peck, president; Wm. C. Ashkin, vice-president; W. J. Bennett, cashier; George W. Peck, assistant cashier.

The Unicoi Bank & Trust Co. of Unicoi county is reported incorporated to do business at Erwin, Tenn., with \$10,000 capital. The incorporators are Ike C. Adair, J. W. Huskins, A. R. Brown, A. G. Whillock and G. C. Williams.

The Farmers and Merchants' Bank of Lynnville, Tenn., recently chartered with \$25,000 capital, has begun business with the following officers: John Paulk, president; William C. Smith, vice-president, and George B. Witt, cashier.

The Prince Edward-Lunenburg County Bank, with principal office at Meherrin, Va., has been granted a charter; capital \$50,000. The officers are W. H. Sands, president; F. E. Nolting, vice-president, and J. C. Miller, cashier, all of Richmond.

The Brownfield State Bank of Brownfield, Texas, has filed its charter; capital \$10,000. The directors are M. V. Brownfield, Bird Rose, W. J. A. Parker, D. M. Devitt, J. R. Coble, A. M. Brownfield, all of Brownfield; H. C. Edrington of Fort Worth.

The Merchants and Planters' Bank has begun business at Chico, Texas, with the following directors: A. R. Edwards, president; J. J. Lory, vice-president; H. F. Hawkins, cashier; J. H. Tadlock, J. H. Carpenter, J. F. Clark, J. F. Baldrige and W. N. Pruitt.

The First National Bank of Ravia I. T., has applied for a charter, capital \$25,000. The incorporators are R. T. Wilkinson of Illinois, W. A. McAllister, J. H. Anderson, H. A. Martin, C. D. Bynum, Y. M. Norton, R. C. Wilkinson and B. W. Trice, all of Ravia, and W. C. Hooser of Troy.

The Mineola Exchange National Bank has been organized at Mineola, Texas, with \$50,000 capital. The officers are R. N. Stafford, president; Dr. A. Patton, vice-president; M. L. Bartholomew, second vice-president; Edelan of Litchfield, Ky., cashier, and H. W. Meredith of Litchfield, Ky., assistant cashier.

The Cherokee Abstract & Realty Co. has been organized at Tahlequah, I. T., with \$300,000 capital. The directors are J. D. Cox, president, Tahlequah, I. T.; Frank Dowell, vice-president; Dr. E. Pleas, L. J. Suarr, J. D. Turner, treasurer, all of Oolagah, I. T.; J. I. Coursey, Tahlequah, I. T., secretary; W. E. Myers, Morrilton, Ark., and B. G. Dowell, Waggoner, I. T.

The Arlington Bank & Trust Co., recently organized at Arlington, Tenn., will, it is reported, begin business about November 1 with the following officers: H. S. Griffin, president; S. Y. Allen, vice-president, and A. H. Murray, general counsel; directors, L. P. Cooper, John Cunningham, R. S. Donelson, H. S. Griffin, Dr. J. P. Douglass, S. Y. Wilson, F. S. Bragg, C. W. Stewart, A. T. B. Etheridge, J. A. Goodman, F. S. Bragg, Jr., and A. H. Murray.

The People's Fire Insurance Co. of Norfolk, Va., capital \$200,000, has applied for a charter. The directors are T. F. Rogers, president; R. A. Wainwright, vice-president, and E. P. Crockett, secretary-treasurer; E. C. Fosburgh, Chas. W. Priddy, Robert Johnston, R. W. Peatross, J. Davis Reed, Nathaniel Beaman, Frank

T. Clark, R. J. Campe, D. P. Paul, J. H. Cofer, C. M. Barnett, W. T. Ham, R. S. Cohn, C. L. Young, W. G. Swartz, John H. Rogers.

The Bank of Columbus at Columbus, Ga., will begin business in the near future with the following directors: R. H. Powell, Whitesville, Ga., president, and J. C. Williamson, Florence, S. C., and D. V. Richardson, Bucksport, S. C., vice-presidents; Frank Borroughs, Conway, S. C.; D. T. McKeithan, Lumber, S. C.; E. B. Wright, Boardman; J. P. Council, Wananish; A. H. Powell New Orleans, La.; J. R. Williamson, D. McRackan, T. C. Johnson, B. F. Aycock, E. S. Lewis, H. B. Maxwell, W. R. McRackan and R. C. Powell, Whitesville.

New Securities.

Albemarle, N. C.—The city has voted to issue \$25,000 of bonds for the Winston-Salem Southbound Railroad.

Birmingham, Ala.—A meeting of stockholders of the Southern Club is to be held October 3 to consider the question of issuing \$40,000 of refunding and improvement bonds. James Weatherly is president.

Booneville, Miss.—The Mississippi Bank & Trust Co. of Jackson has been awarded at 101.27 the \$10,000 of 5 per cent. 20-year street-improvement bonds.

Comer, Ga.—The city has voted to issue \$8000 of school bonds.

Crescent, O. T.—It is reported that the city has sold \$2500 of school bonds.

El Camp, Texas.—The \$5000 of 5 per cent. school bonds have been purchased by the State board of education.

Fayetteville, N. C.—The \$30,000 of 5 per cent. 30-year electric-light and refunding bonds have been purchased by Seasongood & Meyer of Cincinnati at a premium of \$367.95.

Forest, Miss.—Bids will be received by the county treasurer until noon October 3 for \$4500 of 5 per cent. 5-20-year Scott county courthouse repair bonds.

Houston, Miss.—The \$13,500 of 5 per cent. 5-20-year water and light bonds were purchased at 100.50 by L. A. Fitzpatrick of Helena, Ark.

Jackson, Tenn.—The \$22,000 of 4 per cent. 15-30-year refunding bonds have been purchased by N. W. Harris & Co. of Chicago.

Jacksonville, Texas.—The city will soon offer for sale \$30,000 of 10-40-year water-works bonds.

Keyser, W. Va.—An election is to be held to decide the question of issuing \$20,000 of street-paving and sewerage bonds.

Keytesville, Mo.—The \$180,000 of drainage bonds have been purchased at a premium of \$7700 by T. M. Kerkhoff, representing MacDonald, McCoy & Co. of Chicago.

Key West, Fla.—Bids will be received by J. V. Harris, superintendent and secretary Monroe county board of public instruction, until noon November 1 for \$60,000 of 5 per cent. 5-20-year school bonds.

Knoxville, Tenn.—The Knoxville Railway & Light Co., which is the name of the consolidation of the Knoxville Traction and the Knoxville Railway & Light companies, has filed a \$3,000,000 mortgage with the Standard Trust Co. of New York to secure 5 per cent. 40-year bonds, of which \$900,000 will now be issued. C. H. Harvey is president.

Lake City, Fla.—The Newport News Trust & Safe Deposit Co. has purchased at 102.37 the \$30,000 of 5 per cent. 10-30-year refunding and improvement bonds.

Nashville, Tenn.—The election to decide the question of issuing \$300,000 of high-school bonds is to be held October 12.

Newport, Ky.—The Newport National Bank has purchased at 108.555 the \$22,500 of 5 per cent. sewer bonds.

Philippi, W. Va.—The Browne-Ellin-

wood Company of Chicago has purchased at 100.67 the \$10,000 of 5 per cent. city bonds.

Pleasant Hill Township, Mo.—It is reported that the \$18,000 of 4½ per cent. 5-20-year refunding bonds have been purchased at par and all expenses of issue by the Little & Hays Investment Co. of St. Louis.

Princess Anne, Md.—The \$30,000 of 4½ per cent. Somerset county courthouse bonds have been purchased by E. C. Standwood & Co. of Boston at 112.27 and interest.

San Marcos, Texas.—An election is to be held to decide the question of issuing \$9000 of school and \$3000 of street bonds.

Trenton, Mo.—On September 30 an election is to be held to decide the question of issuing \$12,500 of high-school bonds.

Sherman, Texas.—An election is to be held October 21 to decide the question of issuing \$30,000 of street and water bonds.

Staunton, Va.—The MANUFACTURERS' RECORD is informed that the \$65,000 of 4 per cent. 10-30-year refunding bonds have been sold at 1.02¼. Arista Hoge is city treasurer.

St. Louis, Mo.—An ordinance has been introduced in the city council calling for an election to be held December 12 to vote on the question of issuing \$10,000,000 for municipal buildings, streets, sewers, bridges and general improvements.

St. Petersburg, Fla.—The National Bank of St. Petersburg has purchased the entire issue of \$35,000 of city bonds, paying a premium of \$3005.56.

Tallapoosa, Ga.—An election is to be held October 16 to vote on the question of issuing \$10,000 of 6 per cent. bonds. Geo. W. Sheppard is mayor.

Waxahachie, Texas.—An election is to be held October 14 to decide the question of issuing \$6000 of water-works bonds.

Yorkville, S. C.—Bids will be received by John R. Hart, town attorney, until 1 P. M. October 10 for \$7000 of 5 per cent. 20-40-year electric-light and water-works bonds.

At Lake City, Fla., bids will be received by the board of bond trustees until 7 P. M. October 20 for \$40,000 of 5 per cent. 30-year city bonds. J. C. Sheffield is chairman of the board. Further particulars will be found in the advertising columns.

Financial Notes.

Delta county, Texas, has redeemed \$1500 of courthouse bonds.

The stockholders of the American Building and Loan Association of Moundsville, W. Va., have voted to increase the capital from \$100,000 to \$900,000.

Staunton, Va., will on November 1 redeem \$80,000 of 8 per cent. water bonds. Arista Hoge is city treasurer. Further particulars will be found in the advertising columns.

A meeting of stockholders of the First National Bank of Birmingham, Ala., is to be held to decide the question of increasing the capital from \$500,000 to \$1,000,000. J. H. Barr is cashier.

York County Fair—Reduced Rates via Pennsylvania Railroad.

For the York County Fair, to be held at York, Pa., October 2, 3, 4, 5 and 6, the Pennsylvania Railroad Co. will sell on these dates excursion tickets from Baltimore, Harrisburg, Frederick, Columbia, Downingtown, Middletown, Peach Bottom and intermediate stations at reduced rates; no less rate than 25 cents. Tickets will be valid for return passage until October 7, inclusive. On October 5 a special train will be run direct to the Fair Grounds, leaving Columbia at 8.50 A. M., and stopping at intermediate stations. Returning, the special train will leave the Fair Grounds at 5 P. M. On the same date a special train will leave Parkton at 8.30 A. M., running to York. Returning, this train will leave at 6 P. M., stopping at intermediate stations in both directions.†

TABLE OF CONTENTS.

EDITORIAL:	Page
President and Fever.....	267
A New Orleans Prophecy.....	267
Women of the South.....	267
Why the Mob Mind?.....	267
Pilfering Periodicals.....	268
Railroad Development in Texas.....	268
New Orleans Sewerage.....	269
Validating Public Bonds.....	269
A Sanitary Conference.....	269
A Mistake.....	269
Uniform Bill of Lading.....	269
Investments in West Virginia.....	269
American vs. Foreign Cotton Oil.....	269
Question of Italian Immigration.....	269
Brush Creek Coal.....	269
West Virginia Not in It.....	269
Harnessing Roanoke River.....	269
Little Kanawha Syndicate.....	269
Henry Gassaway Davis.....	269
Believes in Advertising.....	269
Expansion of Commerce.....	269
The Iron and Metal Trades.....	269
Locations for Industries.....	269
MINING:	
American Mineral Output.....	269
Increased Coal Supply.....	269
Large Coal Development.....	269
Coal Tipples, Barges, etc.....	269
Developing Limestone Lands.....	269
Installing Mining Plant.....	269
New Coal Company.....	269
Mining Notes.....	269
RAILROADS:	
Newport News to Yorktown.....	269
Pauls Valley Railway.....	269
Gulf & Ship Island.....	269
Atlanta & Carolina Railway.....	269
May Get to Macon.....	269
Texas, Oklahoma & Northwestern.....	269
Louisiana & Arkansas.....	269
Oklahoma to Sulphur.....	269
Rutherfordton to Spartanburg.....	269
Texas Central Report.....	269
Cordele to Hawkinsville.....	269
Ensley Southern Extension.....	269
Danville to Yanceyville.....	269
Western Maryland Meeting.....	269
Port Worth to Mineral Wells.....	269
Illinois Central's Denial.....	269
Birmingham Water Supply.....	269
Paris.....	269
Purchase of Tanneries.....	269
The Cotton Movement.....	269
TEXTILES:	
A \$400,000 Cotton Mill Planned.....	269
The Additional Beaumont Mill.....	269
A 50,000-Spindle Cotton Mill.....	269
Kansas City's Proposed Mill.....	269
The Warlike Cotton Mills.....	269
A \$200,000 Cotton-Waste Mill.....	269
To Add a Bleachery.....	269
A Woolen Mill Incorporated.....	269
The Vermont Mills Completed.....	269
Proposition for a Silk Mill.....	269
Wiscasset Addition Completed.....	269
A \$100,000 Cotton Factory.....	269
Textile Notes.....	269
The Cotton-Oil Market.....	269
FOREIGN LETTERS:	
Trade in India.....	269
Chances in Argentine.....	269
Machinery for Porto Rico.....	269
Export Barrels and Baskets.....	269
Handkerchiefs in Germany.....	269
Rubber Horseshoe Pads.....	269
Developing Colombia.....	269
Sail Cloth for Holland.....	269
Turkish Products.....	269
Plate and Bar Nickel.....	269
LUMBER:	
Lumber Plant for Ponce.....	269
A Big Pulp Mill.....	269
Modern Saw-Mill Plant.....	269
Memphis Lumber Trade.....	269
Wood-Distillates Plants.....	269
Yellow-Pine Demand.....	269
South to Supply Lumber.....	269
Probable Furniture Factory.....	269
St. Louis' Building Record.....	269
Wants Handles.....	269
Company Wants Lumber.....	269
Lumber Notes.....	269
MECHANICAL:	
Variety Saw Table (Illus.).....	269
Type M Induction Motors (Illus.).....	269
"Unit Type" Oil Filter (Illus.).....	269
CONSTRUCTION DEPARTMENT:	
Baltimore Building Notes.....	269
New Enterprises.....	269
Building Notes.....	269
Railroad Construction.....	269
Machinery Wanted.....	269
Mexico.....	269
Industrial News of Interest.....	269
Trade Literature.....	269
FINANCIAL NEWS:	
Review of the Baltimore Market.....	269
Securities at Baltimore.....	269
Southern Cotton-Mill Stocks.....	269
Security Trust Co.....	269
New Corporations.....	269
New Securities.....	269
Financial Notes.....	269

